

TOP FIELD AT SANTA BARBARA

See Page 1

MOTOR RACING

Vol. I—No. 11



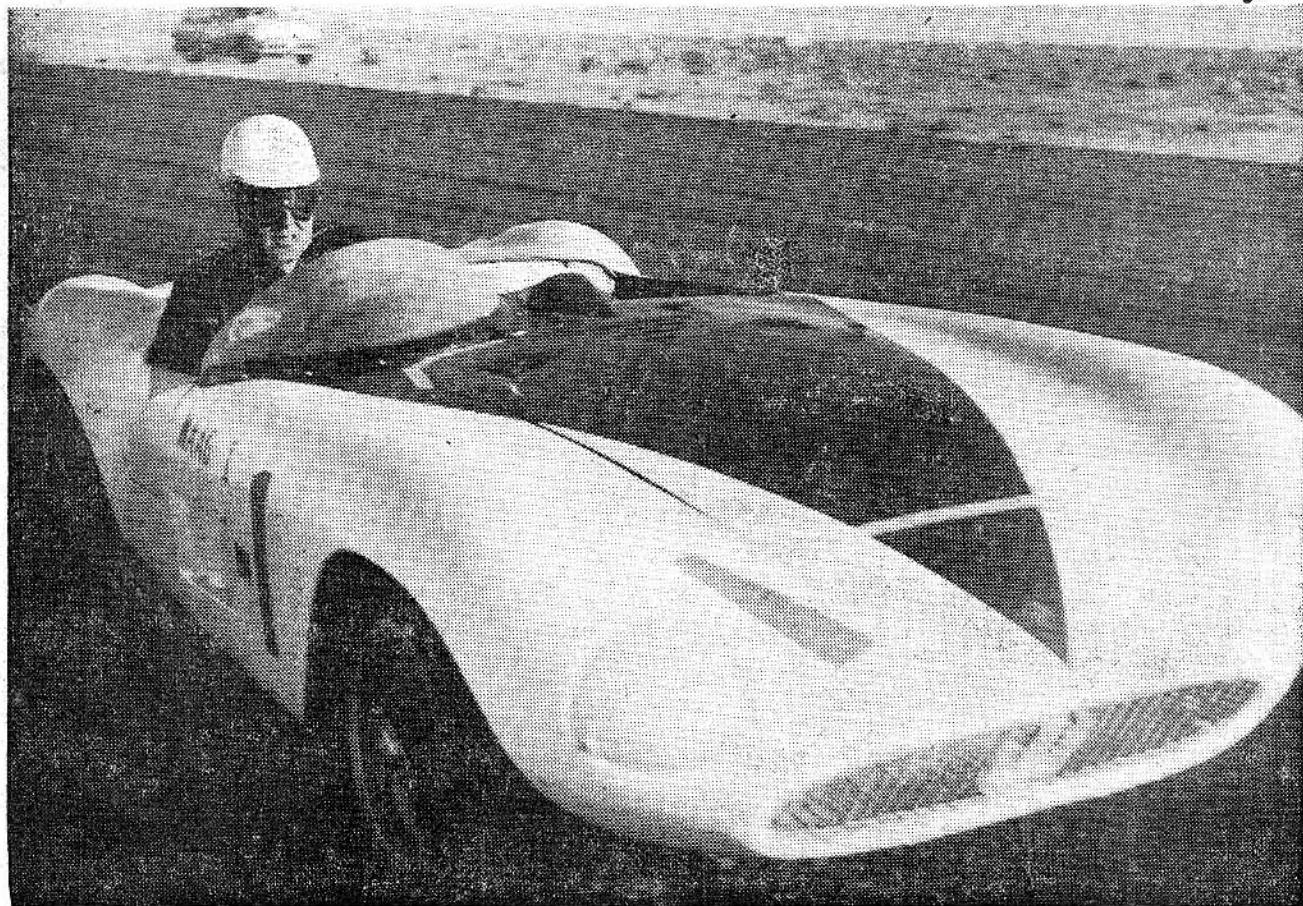
Los Angeles, Calif.

March 9-March 16, 1956

Price 10c

REVEAL PLANS FOR ROAD RACING COURSES AT ONTARIO, POMONA

See Page 1



JIMMY BRYAN, the Phoenix Flyer, had to roar into a lot of dust before he won the big-bore pro sports car headliner Sunday at Willow Springs in Henry Maag's high-

powered 3-liter Maserati. Here, the action is stopped by Gayle Davis' camera. Bryan was forced out of Formula Libre race when the racer caught fire. Story on Page 1.

Gayle Davis

PALM SPRINGS RACE CHARTS

See Page 10



Answer for Miles; Dean Story Held Up

ON PAGE 6 of today's issue of **MOTORACING**, Jim Mourning offers a rebuttal to Ken Miles' claim that the U.S. is not yet ready for professional sports car racing. A well-known racing writer, Mourning starts off in the first of a two-article series.

Because of lack of space, the fourth installment of the "Jimmy Dean Racing Story" is omitted today.

The series will continue in the next issue. Watch for it in **MOTORACING**.



Vol. I—No. 11 Los Angeles, Calif. Price 10c

Ontario Track Set; New Pomona Circuit

Work Starts at Once

(Aerial Photo, Page 3)

WORK WILL BEGIN immediately on a new multi-million dollar motor racing plant, the Los Angeles International Motor Raceway, 32 miles east of downtown Los Angeles, near the Ontario Airport, it was announced last Tuesday by United States Automotive Testing, Inc., sponsors of the project.

Plans for the track were announced in **MOTORACING** last month.

Designed to be the finest and most modern motor racing and test facility of its type in the world, it will be located on a 470-



KERMIT POLLACK

acre site and will be easily accessible via U.S. Highways 60 and 70-99.

Kermit Pollack, president of the U.S. Automotive Testing, Inc., revealed the initial investment is \$3,000,000.

4 YEARS OF WORK

Opening is planned for mid-summer 1956. Work will extend over a four-year period. A total of \$12 million will eventually be invested.

Long-range plans call for grandstands permitting a view of 65 per cent to 90 per cent of the course at all times, 100 per cent asphalt paved racing and test circuits, permanent shop and garage facilities, newly developed electronic control systems and parking for 22,000 cars.

The Raceway was designed by Quinton Engineers, Ltd., of Los Angeles.

It will be a combination of six distinct and complete facilities. (Continued on Page 3, Cols. 4-5)

CSCC Signs 5-yr. Pact

THEY BROKE ground last Saturday for the L.A. area's first permanent sports car road racing course at the Los Angeles County Fairgrounds in Pomona, with officers of the California Sports Car Club and the Pomona Elks participating in brief ceremonies.

Work is now underway.

Shoveling the first scoops of dirt were Joe Weissman, president of the CSCC; Dayton Kling,

exalted ruler of the Pomona Elks Lodge No. 789, and Harry Faull, past president of the Pomona Chamber of Commerce and past exalted ruler of the lodge.

2-MILE COURSE

They were assisted by pretty "Jackie" Tiernan, Pomona Catholic High School girl, who posed for the photographers.

The two-mile course is located on the Fairgrounds parking area adjacent to the drag strip, and will be completed in three months. It will have 11 turns, with one going under a bridge which will permit spectators and auto traffic to the infield. The main straight will be seven-tenths of a mile.

5-YEAR CONTRACT

The CSCC has signed an exclusive five-year contract with the Elks Lodge, which has a lease with the L.A. County Fair Association.

The club, largest independent sports car group in the U.S., with more than 1000 members, will stage its first races on the new site June 23-24.

SCCA SPRING RALLY

Rally Master Duane Alan announces the L.A. Region of the Sports Car Club of America stages its annual Spring Rally March 25. It will be an open event starting at Tip's Saugus restaurant. Course covers 3.3 miles. Entries close March 18. No post entries. This will be a good one.



GARY HERBERT

GROUND BREAKING—Dirt was scooped up for the first local permanent sports car road race course at L.A. County Fairgrounds in Pomona last Sunday. Harry Faull, Pomona civic leader, is at the shovel. Left to right: pretty "Jackie" Tiernan; Dayton Kling, Pomona Elks Lodge exalted ruler; Faull, and Joe Weissman, president of California Sports Car Club. Races are set for June 23-24.

Bryan Pilots Maserati to Willow Springs Pro Win

(Photo on Cover Page)

By Maury Powell

WILLOW SPRINGS, March 4.—Demonstrating in no uncertain terms that he's quite at home in sports cars, thank you, Jimmy Bryan, Phoenix flash, won the featured event here today of the RRR-sanctioned pro road races before 8500 windswept fans.

The 1954 AAA national driving titlist, parked in the pilot's compartment of Henry Maag's 3-liter Maserati, started 12th in the field of 17 and boomed his way to the

front runners quickly. After only six circuits on the 2.5-mile Willow Springs road course, he shot the Italian speedster into a lead he never relinquished.

(Continued on Page 10, Col. 3)

FASTEST LAP TIMES

Over 1500cc Mod.—Jimmy Bryan (3-liter Maserati), 1:50.5.
Under 1500cc Mod.—Hal Minyard (Offy Special), 1:59.
Over 1500cc Prod.—Grady Williams (Jaguar XK120M), 2:02.
Formula Libre—Jacques Bellesiles (Bellesiles Merc Special), 2:05.
Under 1500cc Prod.—John Peters (Porsche Super), 2:09.



LESTER NEHAMKIN

SPA VICTOR—Carroll Shelby, Dallas, smiles after his victory in over-1500cc main event for modifieds at Palm Springs Feb. 26. He's relaxing behind the wheel of Tony Parravano's big 4.9-liter Ferrari.

Shelby. Kunstle Snare Palm Springs Features

(Complete Race Charts, Page 10)

PALM SPRINGS, Feb. 26.—It was personable Carroll Shelby, 33-year-old Dallas oilman, from wire to wire in the 35-lap feature for over-1500cc modifieds before 20,000 fans here today. The crowd was the fattest ever at the spa. His victory, behind the wheel

of Tony Parravano's big 4.9-liter Ferrari, climaxed two days of sports car racing by the Los Angeles Region of the Sports Car Club of America.

Pearce Woods, flying in a D Jag, led into the first turn of the

lengthened 2.7-mile course, but Shelby nailed him on the 6000-foot back straight — and that was it.

Shelby finished almost a full minute ahead of hard-driving Jack McAfee, Manhattan Beach, tooling John Edgar's new model 3.5-liter Ferrari, who was followed by Bill Murphy, Buick-Kurtis; Harrison Evans, Ferrari Monza, and Ignacio Lozano, D Jaguar.

76 MPH AVERAGE

The Texan averaged 76 mph for the 94.5 miles. His time was 1:14:34.3.

Woods went out when his (Continued on Page 5, Col. 3)

13-Race Card March 17-18

(Course Map, Back Cover)

By Gus V. Vignolle

And now comes Santa Barbara again!

Up until last January, when the whirl was at Torrey Pines, Santa Barbara has been the California Sports Car Club's most successful go.

Ergo, there's a lot of jollification over a 13-race program to be staged there Saturday and Sunday, March 17-18, by the CSCC and the Santa Barbara Junior Chamber of Commerce with the cooperation of the Long Beach MG Car Club.

Both the races and the gate should be hot, although the crowd may not measure up to some 30,000 that saw two days of action at Torrey.

It will be the same 2.2-mile Santa Barbara Airport course at near-by Goleta.

Entries have been on the slow side, but at least 200 should be in the fold by deadline time, Friday, March 9, according to Race Chairman Dick Van Laanen.

McAfee Rugged

It was here that Ernie McAfee, Beverly Hills, won both last May and September in the Ferrari Monza—and he'll be one of the favorites again. This time he will pilot Bill Doheny's corks 4.4-liter Ferrari. The smaller model was sold.

Tony Parravano is expected to have two red-hot in Carroll Shelby, Dallas, who won recently at Palm Springs, in the mammoth 4.9-liter Ferrari, and Masten Gregory, Kansas City, Kan., in the 1.5-liter Maserati.

The prospective duel between McAfee and Gregory alone is worth the formality at the gate.

POLLACK BACK

Bill Pollack, Sherman Oaks, returns to the wars for this one. He goes in 1.3-liter Giulietta Alfa Romeo, and will be tough in the under-1500s.

Cy Yedor, Los Angeles, is a toughie in his 1500cc OSCA.

Other big names due to race are Ken Miles, Porsche Spyder; Pearce Woods, D Jaguar, and Jerry Austin, D Jag (if it's in (Continued on Page 3, Col. 3)

SCCA Cancels April Races

Races originally scheduled for April at an undisclosed site have been cancelled by the Los Angeles Region of the Sports Car Club of America.

Meanwhile, filberts were awaiting the locale of the California Sports Car Club's program for May 19-20. Dates definitely set are Santa Barbara, March 17-18, and Pomona, June 23-24.

• Racing Pour-Wow

By Maury Powell

OUR GUESS THAT USAC WILL NOT PULL OUT OF MIDGETS & STOCKS

BEHIND-THE-SCENES maneuvering, according to one of our in-the-know acquaintances, is going on apace in the freshly-born United States Auto Club.

Strenuous efforts are being exerted to get USAC out of stocks and midgets and concentrate on the Indianapolis 500-miler, the National Championship circuit and the sprint car circuits, leaving all else (barring Economy Runs, Pike's Peak Hill Climb and such-like) to the National Association for Stock Car Racing (NASCAR).

To date, NASCAR hasn't actively fought USAC Racing Director Duane Carter's "open competition" offer. "Cannon Ball" Baker, NASCAR's counterpart, replied that his boys could race with USAC on non-conflicting dates, provided they first secure written permission.

This teepee's mortgagee doesn't think USAC is going to withdraw from midgets and stocks at any cost and for any reason. With existing alliances and new ones in the offing, USAC may surprise the doubting Thomases by doing right well in its first season.

IF YOU'RE GOING TO BLEED, DO IT FOR ANDY

A respiratory ailment has laid Driver Andy Linden low. He's lost his right lung, and further surgery is imminent. You'd never think by looking at the brawny Linden that he'd be subject to any type of ailment.

Andy's in St. John's Hospital, Santa Monica, and his need for blood is urgent. Blood donors are asked to contact the American Red Cross main office, 1200 S. Vermont Ave., for an appointment—and be sure to specify that your blood is for the speedway star.

Andy has been driving everything on wheels from hot rods to midgets to sprint cars, stock cars and Indianapolis autos—giving you speed fans his best at all times.

Be a dandy—be handy—for Andy!

SOMEONE'S ON THE RIGHT TRACK

While two outfits were dickering over two all-purpose racing sites near Ontario International Airport, the California Sports Car Club's wide-awake execs quietly were laying the groundwork for a plant all their own.

Last Saturday, they climaxed weeks of underground activity by breaking ground on a brand new two-mile spread at the L.A. County Fairgrounds in Pomona.

Now, Pomona may be a town that Jack Benny lampoons along with Azusa, Anaheim and Cucamonga on occasions—but there'll be nothing funny about this terrific course on which two major events are carded annually in connection with Pomona Elks Lodge.

It won't be long ere the San Bernardino Freeway (a.k.a. Ramona Freeway) scoots right by there—it's completed to Rosemead Blvd. at present.

The CSCC in particular and sports car fans in general can thank Joseph J. (Joe) Weissman, CSCC prexy, for some splendid OSS-type work.

SAND FLECKS FROM DAYTONA

Since too many of the metropolitan papers continue with only meager, if any, coverage to the Speed Weeks runs at Daytona Beach, Fla., leave us recap a few of the top marks cut:

Danny Eames, former midget mechanic hereabouts who now handles Dodge's racing activities, himself clocked an average of 133.383 mph for the flying mile Class 6 mark in a '56 Dodge. He finessed this by registering 81.786 for the standing starts.

Brewster Shaw's 133.581 in a '56 Chrysler 300B was good for Class 7 laurels.

Herb Thomas and his '56 Chevrolet ran off with U.S. production car honors with 136.622 over the measured mile. And Verne Houle turned loose a 152 mph sizzler in a special '56 Mercury prototype that was equipped with a '56 Lincoln fuel injection power plant and Halibrand's mag racing wheels.

And for you hot rodders—it was Jim Stapleton dragging to an 83.955 with his Fordysler that was No. 1.

Elsewhere in these pages you'll discover results of the three big races staged at Daytona, two of which were captured by Tim Flock. This Southerner, whom we had the pleasure of meeting recently in Phoenix, will make many a headline this season with his torrid Chryslers. Yup, you may quote us, Mac.

JUST GASSIN'—OR FUELIN' AROUND

Charley Curryer, veteran Western promoter, has been given a NASCAR late model stock car date at the California State Fairgrounds mile oval in Sacramento for July 8 . . . Is someone burning up, but good, at having another promotion on that oval? . . . Due to business pressures, yours truly turns over his Mirror-News race column to young Pat Ray, son of the late Bob Ray, starting this week . . . Pat's a racing filbert, luckily, so be sure to put him on your mailing list . . . NASCAR is said to have stock car dates at Albuquerque and Las Vegas in addition to Phoenix and Sacramento, which gives them a nice Western circuit.

MOTORACING

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LETTERS to the Editor

HOW ABOUT THAT \$\$

Being a sports car enthusiast, and a Volkswagen owner, I am constantly discussing cars, etc., with my friends and co-workers. Many people have, on my recommendation, attended sport car races and other sports car events.

On the Monday after, for example, a race we usually "quarter-back" the past day's happenings. Most people come back from a race fairly enthusiastic, but one question is usually asked, "Where does the \$2 admission fee go?" Frankly, I am usually at a loss to give a creditable "\$60,000" answer.

Understand that I am aware attendance may not be true as published (Ref: 30,000 at the last Palm Springs Races, SCCA), or that everyone pays. I have had pit passes on occasion, and realize that there are a lot of people under those same circumstances.

I would like to know where the 2-bucks go. I feel that a financial statement should be published in say, MOTORACING, after every race, or major event, by the sponsoring club. I think the sports car public should know where their money is going! After all, it is still an "amateur" sport, and trophies don't cost 60 grand.

Most clubs give a financial report or statement after their events (at least to their members). I think the California S.C.C. and the S.C.C.A. (LA), plus the other racing clubs, should do the same.

Robert E. Henry,
Los Angeles.

Editor's Note—MOTORACING will be happy to publish the financial statements if the CSCC and SCCA come up with them. How about it, Weissman and Lozano????

AGREES ON NOISE

MOTORACING, Vol. 1, No. 10 just in the mail a few minutes ago. Me? I drop everything when that happens, and get out the specs to a thoroughly enjoyable hour of reading.

Hooray! for Mr. Charles Beaumont for his letter on "Noise" to AUTOSPORT in London.

Here's an "oldie" on the same subject — but sometimes these oldies bear repeating: What kind of a noise annoys an oyster? A noisy noise annoys an oyster.

Keep up the good work.

Staff Banks,
Los Angeles 7.

WALLA WALLA FAN

Enclosed please find a check for a subscription to MOTORACING. I've enjoyed the free loading but it's someone else's turn now.

James H. Clapp,
Walla Walla, Wash.

★ SPORTS CAR-TOON... by Bill Harmer



'Heck no, them ain't mosquitoes. That buzzin' is those little sports cars coming into town.'

THE DUKE WONDERS...

IF THE PRESENCE of CSCC prexy Joe Weissman as a race judge at the SCCA-sponsored races at Palm Springs indicates a new phase in the relationship of the two clubs?

(Editor's Note: He WAS to be a judge, but wound up on the outside, looking in.)

Why the Council doesn't officially declare open the dates asked for by the now defunct Southern California Sports Car Club?

Whether two well-known drivers think they're too big to bother with rules or if someone is withholding facts about why they failed to report to the impound area after a protest had been lodged during the Palm Springs races?

If there is any truth at all to the rumors that the reason Phil Hill really didn't race in the main event was the fact that Masten Gregory was refused permission to drive?

If the racing clubs belonging to the Sports Car Council know there is a movement afoot to demand some type of positive assurance of use before letting them grab off all the dates they choose?

Who goofed at Palm Springs and let the crowd on the track prematurely, thereby making it virtually impossible for the later cars to officially receive the checkered flag?

What certain ex-free lance promoter was claiming all the credit for the success of Palm Springs?

Whether half the confusion concerning the various tracks being built isn't caused by rumors, guesses and misinformation that are all passed on as fact?

What small club has a representative angling for an okay to run races at Borrego Springs?

If the officials of a certain club know that the person who produces their race programs has signed up with the professional road racing group?

How many people know that the head of a local scuderia is preparing a Maserati-powered car for Indianapolis?

Why a certain face-lifted local sports car publication is now appearing without a publisher's identification?

What three known racing enthusiasts plan to open an imported auto agency that might very well worry some of the other firms?

What popular official of a local sports car club is disillusioned and disappointed by the intransigent attitudes of his superiors?

Is it true that the Kermit Pollack, who is associated with the proposed new race track, is just an assumed name for a prominent racing driver?

If it's true that a dealer is defaming the character of a former aide whom he fired for alleged petty reasons?

Why an associate of one of the alleged new tracks keeps up that "no comment" baloney instead of giving sensible answers to questions (even President Eisenhower doesn't do that!!)?



Vignettes

by Gus V. Vignolle

IN WHICH THE PACE BECOMES
RUGGED FOR AN OLDTIMER

MR. PEPYS, 1956—Oh, what a killing pace, but there is adequate compensation when you come across and mingle with the good eggs that make you forget the bums and jerks.

To Palm Springs and the company couldn't have been nicer—Photographer Lester (The Road Tester) Nehamkin and Stillman Lewis, Burt Chalmer's ace salesman at Coachcraft.

It wasn't exactly quiet as the mausoleum on the way up, but it was pleasant. Buzzing by Chris Bohman, who was towing Al Hosking's Porsche Spyder, which Jean Pierre Kunstle drove to victory, Nehamkin let Chris know we were in the vicinity.

Lester's hobby is talking, sometimes fortissimo. "Hey, where you guys goin'?" yelled Bohman on spotting us.

To which Lester boomed in a tone audible in Atascadero, "Amarillo, Texas, where'd ya think we're goin'?"

Then spending time with Kunstle at the spa. A real nice chap, this Swift Swiss, and what a driver! Ken Miles knows.

Jean and friend Bob Fike were taking a 1954 Vignale Fiat from Monterey for the concours. In Taft, they blew a head gasket and had to abandon the Fiat. They stopped long enough, however, to buy a 1953 Plymouth.

THEY BOG DOWN ONCE MORE

Just as they hit Highway 99, near Bakersfield, the new acquisition lost a rod bearing. They dumped it. Luckily, they had a supercharged Volkswagen along, with which they made it to the spa.

Then their reservations were fouled up. No lodging. Luckily, Nehamkin was scalping rooms, so he was able to accommodate the popular northerners.

Fine chatting at the races with such people as Bill Kinner, forever praising his Corvette; John Malone, always whistling a mellifluous Simca tune; Cam Cooper, Pen and Quill manager, and Gloria DEARBORN, who made it too brief, since she had a date with Terpsichore after the Victory Banquet.

Back to town, dead tired, and hop a plane with newspapermen to take in the dedication of Ford's fabulous \$1,500,000 proving ground near Kingman, Arizona.

What perfect hosts and what top pubrel men Ford has in Tom Scripps and Hal Smith. Hear that, Marc Parsons?

They gave the scribes a chance to become members of the 100 MPH Club by roaring around the flossy five-mile banked oval in new Fords (of course).

As Bob Bergen, the L.A. Mirror-News Business Editor, reported, one minute we were reposing, admiring the desert terrain, and the next our 1956 Ford was sailing into a curve at 100. And it was 110 IN the curve. Came out at about 100. Checking Driver Kenneth D. Hanna, we noted he was resting his hands on his lap. Look, ma, no hands!

Sensational, as Wilson Springer and Stan Hedberg would say.

AMAZING HOW BOND DOES IT

Amazed at how John Bond, Road and Track's erudite editor, operates. He sidled right up to Ernest R. Breech, introduced me, and then forthwith presented a plan to ERB—in effect, why not stage a road race at Ford's Romeo, Mich., track, with the proceeds to go to charity?

Mr. Breech is only the chairman of the board of the Ford Motor Co. He listened attentively to John, explained who the contact on the deal would be. This Bond, who has an automotive engineering background, is absolutely amazing!

Of course, there were plenty of palabras en espanol with that Mexophile, Griff Borgesen, renowned for the word symphonies that emanate from his prolific typewriter.

Which reminds us of a line: Trivia and Frivola, or Belting the Mescal at High Noon. And tapering off with Sotol and a Dash of Pulque!

Fly back and for some oldtime racing chatter with Cal Howard, the artist and idea man for the Truth or Consequences show. He's loaded with records and scrapbooks galore. Cal was an office boy at the old Express when Joe Apopolis, aided by Al Bondiga, used to do the races.

Then hustle to Willow Springs to see Jimmy Bryan boom that 3-liter Maserati to victory through a ton of dust. Bryan can drive anything. And at times visibility was nil a few scant yards ahead. Talk about moxie!

THESE GUYS MAKE YOU FEEL BETTER

Harry Morrow, affable as ever, of course, was able to converse during brief interludes to take our mind off the insufferable dust. And then a relaxing period at a near-by caravansary, where Ralph Phillips, North Hollywood, who did so well in his MG Special, made the situation relaxing enough to cause you to forget all about the spud patches growing in your donkey ears.

WHEW!

For a man with real sincerity of purpose we doff the fez to George Beavis, the Road Racing Register prexy . . . He is always working at it, always plugging. Guys like that can't lose . . . At all the sports car races we exchange bon mots with Sterling M. Stevens, who operates the Otto K. Olsen sound equipment. He was happier than usual at the spa. Why? Well, he had just been ordained as a minister, and only a few days before had performed his first wedding. Nobody'd ever guess it.

Pastafazool!

Jennings Victor in Gardena Race Runoff

Jim Jennings captured the 20-lap stock-car main event runoff over Bud Sterrett and John Freeman March 4 at Gardena Stadium.

Six-lap trophy dash: Armand Wahl,

Parneilli Jones, Roger Beck, 1:37.18.
First 50-lap main: Bud Sterrett, Ed Van Eyk, Termite Snyder, no time.
Second 50-lap main: Jim Jennings, Bud Astry, Bill Wilkerson, no time.
Mart Davis won the 30-lap NASCAR feature Feb. 26.

Sebring Race Rivalry by Italians Seen

SEBRING, Fla., March 6.—A racing duel between Italy's two leading sports car manufacturers is expected to materialize at Sebring when the 12-hour Florida International Grand Prix of Endurance gets underway at 10 a.m., March 24.

The recent announcement that the Maserati factory of Italy was entering three cars in the Sebring classic should provide keen competition for Italy's other leading sports car, the Ferrari.

Although the Ferrari factory hasn't officially entered this year's event, race secretary Reginald Smith reports that he has been in touch with company officials and has been informed they definitely plan to enter a team, headed by world champion Juan Manuel Fangio.

Although currently leading in the point standings for world championship, last year Maserati cars finished third and fourth in the overall standings and second and third in their class. A Ferrari, driven by Phil Hill and Carroll Shelby, won the class last year.

Representing the Maserati factory will be a three car team, consisting of 1½ liter, 3 liter and 3½ liter cars. Drivers so far chosen by the factory are Piero Taruffi, John Behra and Cesare Perdisa, all Italian veterans.

The factory is negotiating for a trio of American drivers to share the wheels with the Italians and is reported to have approached Ed Crawford, Phil Stewart and Jim Kimberly of Chicago.

SANTA BARBARA

(Continued from Page 1)

shape after the Palm Springs crackup).

Report has it Jack McAfee, 3.5 Ferrari, will miss this one in favor of action to the north at Stockton.

Drivers' meet is set for March 17, 8:30 a.m., with practice from 9:15 to 11:45. Races start at noon both days, seven Saturday and six Sunday.

CONSOLATION RACE

Joe Weissman, CSCC president, has announced the Porsche Carrera will not be classed as a production car.

A consolation race has been added. It will be the first whirl on Sunday. Elsewhere in this issue appears the complete schedule.

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Back issues of MOTORACING are available at 10 cents per copy. Write to MOTORACING, 8826 Sunset Blvd., Los Angeles 46, Calif.

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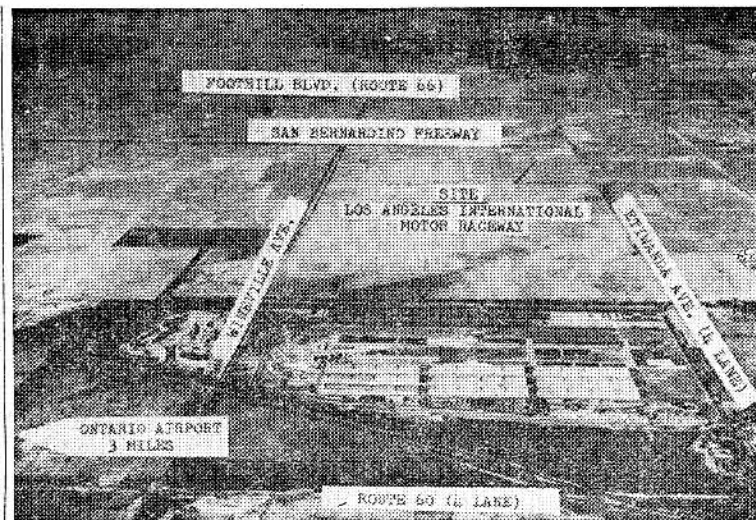
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SITE OF L.A. INTERNATIONAL MOTOR RACEWAY

Multi-Million \$ Raceway Planned

(Continued from Page 1)

each fulfilling a different racing function.

Acting in an advisory capacity to U.S. Automotive Testing in the design and formation of the unique multi-course Raceway are Al Torres, Jeff Cooper and Rudy Cleye, well-known Southern California racing figures.

There will be two true road circuits, one five and one-half miles long and the other, four

and one-half.

Current plans are to utilize the two high speed road courses for International Championship Grand Prix Racing, long absent from this country, and International Championship Sports Car Racing.

CYCLE RACING

Road circuits will be made available for a motorcycle Grand Prix.

Completing the layout will be two oval tracks, one-half and one mile in length, on which stock cars, midgets, sprint cars and Indianapolis type machines will be raced, a drag strip to be used for quarter-mile acceleration trials, and a three mile road skirting the perimeter of the site for speed-endurance testing by auto manufacturers.

Rajo Jack Succumbs

Funeral services were held last week for Rajo Jack, the only Negro ever to gain national prominence as a race driver. He lived at 2035 E. 114th St., Los Angeles.

He died of a heart attack Feb. 27 near Inyokern while making a trip in his truck.

Born July 20, 1905, in Tyler, Tex., Rajo Jack came to Los Angeles about 1920. He first gained auto racing fame at Legion Ascot Speedway. He drove in hundreds of sprint car and stock car races around the country. He never accomplished his one big ambition, to drive in an Indianapolis 500-mile classic.

PARKINSON GETS HEALEY

Jim Parkinson, Burbank, is the latest pilot to purchase an Austin-Healey 100S. First outing: Santa Barbara, March 17-18.

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RESTAURANT & BAR

CALENDAR

Thursday, March 8—Dinner: National Sports Car Drivers Assn.
Friday, March 9—Dinner: Austin-Healey Club.
Saturday, March 10—Victory Dinner: Road Racing Register.
Monday, March 12—Meeting Only: Morgan Owners' Club.
Tuesday, March 20—Dinner: Four Cylinder Club of America (Nat'l. Bd.).
Saturday, March 31—Dinner: Volkswagen Owners' Club.

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• Up the Straights

By Jim Mourning

FORMULA III GOOD BET FOR LITTLE GUYS OF RACING

SINCE MUCH of the verbal flotsam and jetsam now floating on the sea of controversy concerns the blackness of the future facing the "little guys" of racing, leave us consider at least one possible retreat for them.

For the road racing aficionado whose shekels fail to match his enthusiasm, there is still one field that is wide open. It's a segment of road racing where the fastest and most expensive machinery in the class can be purchased for slightly more than the cheapest sports car practical for derring-do. We refer to 500cc or Formula III racing.

The problems facing the laddies who can fall off their wallets without fear of injury are not new. They were being mulled over by our European brethren when kiddies on this side of the Atlantic still thought a spanner was some kind of bridge and a boot was to be worn on the foot. So they put their heads together and came up with the "Poor Man's Grand Prix."

LOTS OF THRILLS

Actually, it's a little surprising that these feisty little rockers haven't stirred up more excitement among local enthusiasts. They've certainly caused a goodly number of British chappies to flip their tea bags. Their 100 mph top speed and anticipatory handling characteristics should supply all the speed and thrills required, and if a driver should try a three cushion shot off the hay bales, he wouldn't be reduced to using his paddies for daily transport. Then, too, a certain amount of unreliability among those now participating means the bright fellow who comes up with the right combination will have to

trot out his little red wagon to cart the trophies away.

An added inducement would seem to be the ease of the initial bite on the money belt. If the new enthusiast doesn't want to go the whole bit and blow three grand for a factory job, he can produce his own for roughly half that amount. And his path will be relatively easy, as the Formula III laddies are ready, willing, eager and overjoyed to pass on the benefits of their experience.

For the driver who spends an embarrassing amount of time in the toolies, of course, there is an added advantage in building his own Formula III car. As suggested by Henry N. Manney, III, in the last MOTO-RACING, a multitude of sins can be covered by the assertion that you're trying out your own theories of tuning and/or chassis design.

OH, FOR GLORY

Actually, the only drawback seems to be the fact that the glory is not as great as it is in sports car hassling. But then just how much glory is there in earning the distinction of being one of the great unwashed mass who has gone bankrupt trying to dice with the dough-heavy drivers.

OHICANES: Buzzed out to Worldwide to gander the new Alfa Romeo and found it a beautiful and highly desirable piece of machinery. . . . Then over to Cal Sales to shed a few copious tears over the damage done to the office by the recent rains and to drool over the new Triumph TR-3. . . . Then out to Blarney Castle to try those two dozen martinis endorsed by Signore Vignolle in the last issue. I'm told they were delicious and that I had a wonderful time.

Flock Big NASCAR Victor in Chrysler; Turner, Ford, Wins

DAYTONA BEACH, Fla., Feb. 26.—Tim Flock won two big races here to become the No. 1 driver as NASCAR's National Speed Weeks came to a close.

Father of five, the 31-year-old Atlantic stock car pilot drove a 1956 Chrysler 300B and averaged 90.83 mph for 152 miles. The

race was cut from 160 miles when the incoming tide edged high onto the racing strip.

The Grand National stock car race was over the sand and black-topped track. He pocketed \$4,025 from a gross purse of \$13,450, and won over Billy Myers, in a new Mercury, by 57 seconds. Ralph Moody took third after his car rolled over early in the race.

On Friday, Flock was first in the race for sportsmen and modified stock cars.

Also during the final week, Curtis Turner, Roanoke, Va., won the 160-mile race for late-model convertibles. He averaged 96.11 mph in a 230 hp Ford around the 4.1-mile beach and road course.

Glen Roberts, Ford, was second, far back. Herb Thomas, Chevrolet, was third, followed by Marvin Panch, Gardena, 1956 Dodge D500, and his relief driver, Danny Letner, Downey.

Turner's time of 1 hr. 29 min. 53 sec. was the fastest ever recorded by a stock car on this course. Flock did not compete in this one.

Turner collected \$3,525 of a gross purse of \$13,450. Panch-Letner earned \$900.



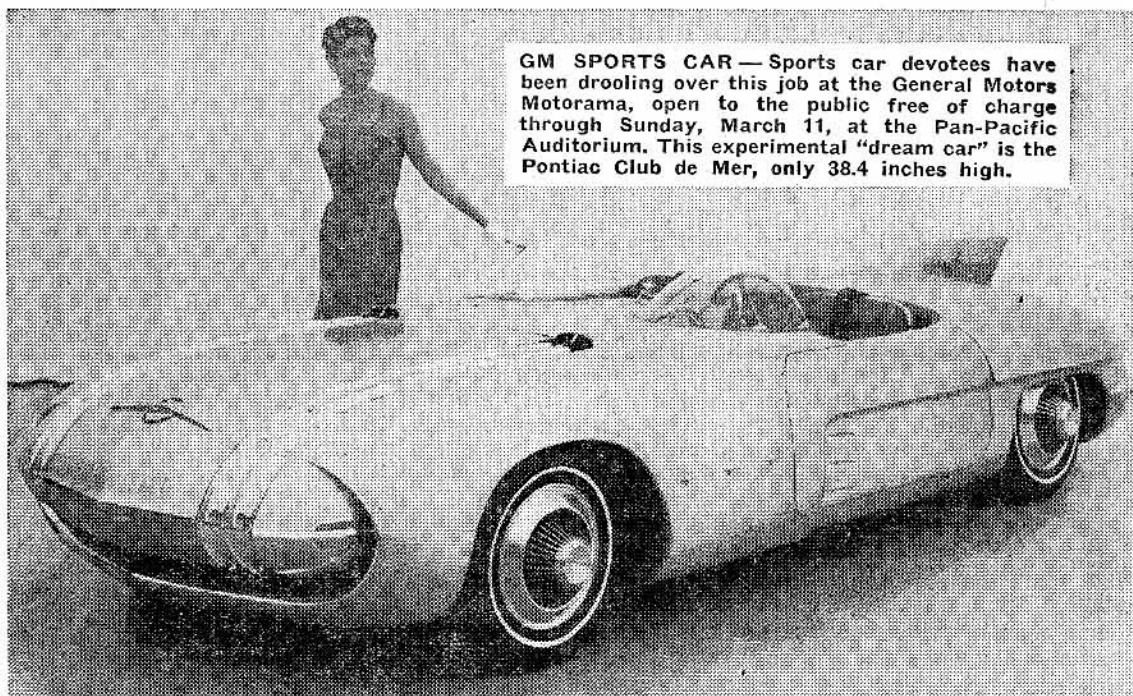
TIM FLOCK

Bruce Kessler Given Bounce

The L.A. Region of the Sports Car Club of America has lowered the boom on Bruce Kessler, bright light among the younger set of drivers.

He was turned down by the SCCA at Palm Springs because the birth certificate he was requested to submit to prove he is 21 was not notarized in San Francisco, his place of birth.

Kessler has competed in four SCCA races, the first at Madera in 1953 and was OK'd for Glendale a few months back. He had been passed by the L.A., S.F. and N.W. Regions of the SCCA and the California Sports Car Club.



GM SPORTS CAR—Sports car devotees have been drooling over this job at the General Motors Motorama, open to the public free of charge through Sunday, March 11, at the Pan-Pacific Auditorium. This experimental "dream car" is the Pontiac Club de Mer, only 38.4 inches high.

Pontiac Sports Car Scores Hit at Motorama

Wonders of today are combined with a challenging vision of a still more wondrous tomorrow by General Motors in its most imagination-stirring production yet—the GM Motorama of 1956.

The spectacle is open to the public at the Pan-Pacific Auditorium, Los Angeles, through Sunday, March 11. Admission is free. Hours are from 10 a.m. to 11 p.m. except Sunday, when the show opens at noon.

Most popular with sports car fans is the racy Pontiac Club de Mer, one of five new experimental "dream cars."

GM uses its annual crop of dream cars to enable engineers and stylists to put advanced ideas into solid form, and also to gauge public reaction to these ideas.

A low, two-passenger sports car with an anodized brushed aluminum body, the Club de Mer is equipped with a 300-horsepower Pontiac Strato-Streak V8 engine, stands only 38.4 inches to the top of the windshield and is 180.06 inches long. Built on a 104-inch wheelbase, the car is 69.7 inches wide and has a tread of 56 inches front and 54 inches rear. Road clearance is 5 inches.

Most striking feature of the Club de Mer is the dorsal fin which flashes up from the rear deck surface. The fin not only adds fleetness to the car's appearance but also functions as a stabilizing influence during operation.

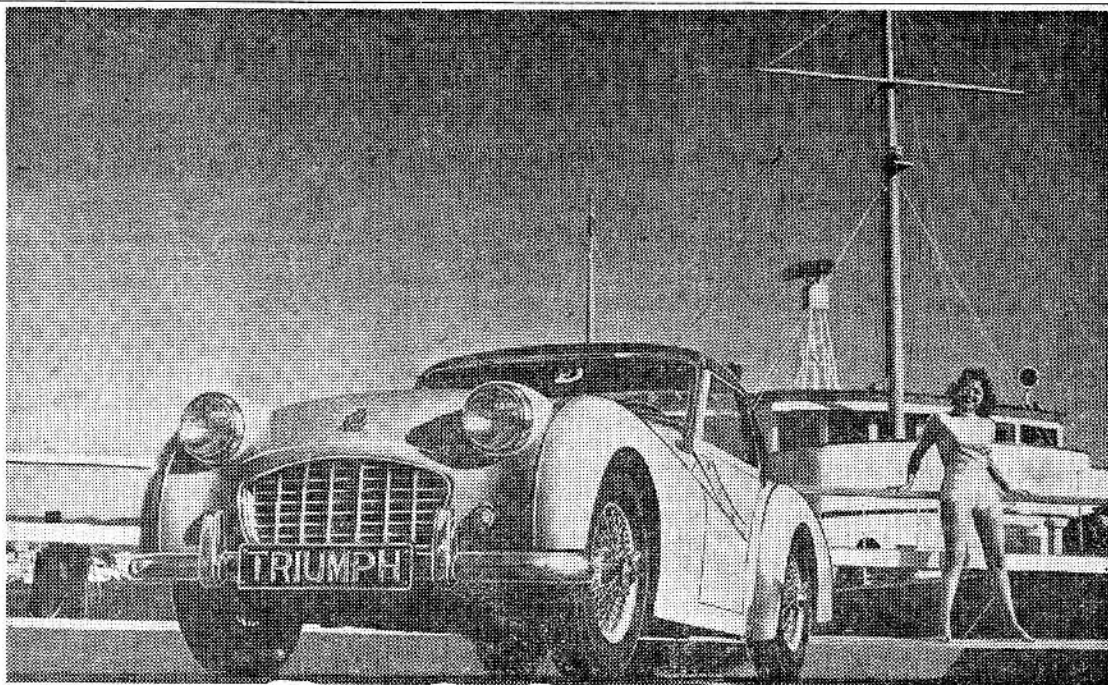
The highway and parking lights are brought together in dual arrangement, one placed directly over the other. The entire

lamp unit is so designed that when not in use, it revolves and disappears into the body, leaving a completely smooth front surface.

Another hit is the Firebird II, powered by a gas turbine engine which gives promise of being able to operate as economically as today's piston engines. High temperature exhaust is eliminated.

The reason for the increased efficiency and reduced exhaust temperature is a regenerator—or heat exchanger—which recaptures more than 80 per cent of the engine's exhaust heat and uses it to heat incoming air.

It is designed for adaptation to use on a theoretical electronic highway, a concept of future automobile travel dramatized in the 1956 Motorama.



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By Art Lauring
Los Angeles Times Columnist

PRODUCTION—OWNER DRIVER THE BACKBONE OF THESE RACES

BY NOW it should be obvious to the most obtuse that there is growing dissatisfaction with amateur sports car racing in its present form.

Many readers will now hiss: "There's Lauring for you—carping again, just to be controversial."

If an honest opinion is controversial, so be it. After all what a melluva hess this world would be if we all cherished the same woman and car.

The owner-driver of production sports cars is becoming the forgotten man. Yet he is the "dog-face"—the plodding infantryman, the backbone of club racing events.

Without his loyal appearances at meets, programs would dwindle to a three or four race affair featuring a bare handful of headlights, taillights, starters, generators and a so-called passenger headlights, taillights, starts, generators and a so-called passenger seat, barely qualify under FIA dictat as sports cars. And without a full roster of speed-and-skill demonstrations put on by owner-drivers with production squatsters the ticket-buyer public would begin to forsake race attendance in favor of TV and motion pictures!

Racing is growing too costly for the average "dog-face." He goes into hock not only for car preparation but post-race repair. After all his steed is not only a competition vehicle but a utility machine as well. And after he has diced-for-glory (as certain self-inflated writers bleat) he has to use the MG, Jag, TR, Healey, Porsche or whatever for plain routine living!

LOTS OF RACES NOWADAYS

There was a time when a season listed four, perhaps five meets. The "dog-face" could pick and choose and compete in one or two races. In those days it was more sporting; pitting skill and driving-savvy against virtually equally matched cars.

Today events crowd absurdly fast, one upon the heels of the other. The "dog-face" (and without him the sport will curl up and die) wants to race but he is going into debt in order to keep up with the roaring tide of programs. Rapidly he comes to the point of financial and psychological no-return. Financially he cannot afford to keep shelling out for preparation, attrition and away-from-home living expenses; psychologically he is tired of knocking himself out in small-time preliminary events knowing, all the while, that the two-deep spectators lining the tracks are there to view Italian, German, British and home-made, exorbitantly priced modified machinery. He is bitterly aware that he is a "for-free" spear carrier while the Diva whizz-kids in the large and small-bore modified brackets grab the ballyhooed glory and, in some cases, considerable amounts of cash!

This writer is not putting words on paper merely for self-satisfaction. There are too many "doggies" who call him on the phone, button-hole him at personal encounters and write bitter, painstaking, long-hand comments. The foregoing is their feeling. There are other pundits—several whose opinions appear in this publication—who, by virtue of the fact that they have not a financial care, now adopt a "let-'em-eat-cake" attitude!

Well to these people who turn the indifferent shrug of super affluence to the grumbling Third Estate of sports car racing your scribe can only point out that an identical attitude, adopted by the French aristocracy in the late 18th century, succeeded in shattering the then-reigning sport historically known as the House of Bourbon! France had its Danton—our sport has its Agajanians!

SO HERE ARE THE SUGGESTIONS

When criticizing 'tis only fair to offer what can be construed as a constructive suggestion, so—here goes:

- 1—Cut the existing racing schedule to no more than six events per year. For this area, at least.
- 2—Adopt a policy wherein the size of a course will be identical, i.e., no more odd-ball lengths such as was devised during the recent Palm Springs go where owner-drivers unhappily had to knock themselves and their cars out with differentials unsuited for a 6,000-foot straight.
- 3—Revise categories and let production sports cars compete on a cost basis (a la concours divisions). That would make for more evenly matched, hence more interesting contests between different marques.
- 4—Lengthen "preliminary" production squatster races to a minimum of 15 laps each.
- 5—Stage four semi-main and main small and large bore pay-off events of no more than 20 laps each for qualifying production under and over 1500-cc cars and, of course, the big and small modifieds.
- 6—Make the trophy awards to the production semi-main and main event winners JUST AS IMPORTANT AS THE AWARDS TO THE DRIVERS OF THE MODIFIEDS!
- 7—Finally, devise some means whereby driver-owners can receive a return of their entry fees and insurance, etc., from the adjusted gross revenues of the rapidly swelling box office paid admissions. This, obviously, would have the tinge of "professionalism." Yet it would also serve to give the "dog-faces" a legitimate excuse with which to write off at least part of their racing activities on income tax returns!

A POX TO THE BLUE-BLOODS

All of the foregoing this chronicler has said before. Now he says it again. No doubt the "Let-'em-eat-cakers" of both the CSCC and SCCA will seethe, snarl and sneer. To you blue-bloods I say a pox! Either take a realistic viewpoint and be kind to the "doggies" or else you'll find yourself all dressed up with club emblems, crash helmets, Pirellis and \$20,000 machines—and not many people giving a hoot—let alone paying money to see you prance!

Santa Barbara Race Card

Following is the complete program of 13 races to be staged by the California Sports Car Club at Santa Barbara on Saturday and Sunday, March 17-18:

SATURDAY, MARCH 17

1. sedans under 1500cc, 15 min.; 2. production under 1300cc, 30 min.; 3. production 1300cc to 2000cc, 30 min.; 4. production over 2000cc, 30 min.; 5. ladies' race, 15 min.; 6. modified under 1500cc, 30 min.; and 7. modified over 1500cc, 30 min.

SUNDAY, MARCH 18

1. Consolation for cars failing to qualify for race 2, 3, 4, 5 and 6 (Sun.); 2. production under 1500cc, 30 min.; 3. production over 1500cc, 30 min.; 4. modified under 1500cc, one hour; 5. Formula Libre and Formula III, 20 min. (open to senior drivers only); and 6. modified over 1500cc, one hour.

SO THAT'S IT

An auto plant boss admits some 1000 cars have to come off the production line before "good" cars are turned out. Anybody else here get the pink slip on one of the first dozen or so?

OH SO?

National Auto Dealers Assn. and the Assn. of Better Business Bureaus will join to combat false and misleading advertising of new cars. Easy on that double-talk, Mac.

Shelby Takes SCCA Whirl

(Continued from Page 1)

shocks failed on the 18th lap. He was fourth at the time.

Shelby is one of the best-liked drivers in the business, and his victory was more than roundly applauded. He is no newcomer, having been racing for four years, competing in Europe the past two seasons with the Aston-Martin team. He may race at Santa Barbara, then goes to Sebring for 12-hour enduro, March 24.

KUNTLE VICTOR

Ken Miles bit the dust in the under-1500cc for modifieds, which is news. He was knocked off by popular, young Jean Pierre Kuntle, Carmel, in the 35-lapper. Both tooled Porsche Spyders. The margin was just under five seconds.

Kuntle averaged 72.1 mph. Following Miles were Jack McAfee, Porsche Spyder; Johnny Porter, ditto, and Jay Chamberlain, Lotus.

Kuntle's duel with Miles was a terrific one, the former leading by only one second at the half-way mark.

HILL FORCED OUT

Phil Hill, also racing a Spyder for Johnny von Neumann (first time in his life), was forced out on lap 17 when a shifting fork bent. He did not go in the big-bore.

EASY MY EYE!

The 1956 Buicks come equipped with a foot-operated mechanical jack said to make tire changing easier. NOTHING makes tire changing easy!

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European Scene

By W. Robert Nitske

CAR FIRMS SHOULD SEND OUT BULLETINS; STARS AT SEBRING

THAT THERE is not much news in our daily newspapers about the Grand Prix and sports car events in other countries is perhaps understandable. In practically every newspaper office in the country the reporters are constantly aware of the fact that space is at a premium. The editor usually does the best he can with what he has available.

And the racing car enthusiasts make up a rather small percentage of the large group of subscribers or buyers of a daily sheet on the street corners. Let's face it!

What troubles me then is the fact that the companies, which spend almost a fortune to get their cars ready for race participation, keep their successful part in the event carefully guarded. It does seem rather absurd, but it seems to be a fact.

For example, when Maserati recently won in the Argentine, the New York Maserati people

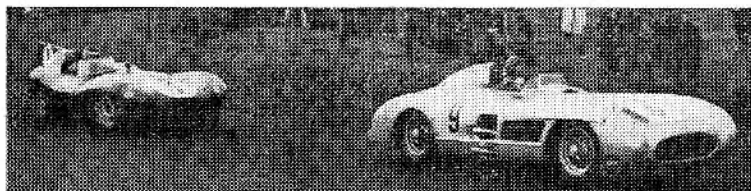
put of the Lancia engines was 280 hp.

The 3.5 liter four-cylinder Ferrari sports car was overshadowed completely by the two new 5-liter machines. Based on the successful 1954 Mexico and Le Mans 12-cylinder engines, the output was about 360 horsepower. Two plugs per cylinder and Weber two-throat carburetors were used.

FERRARI AT INDY

The Kurtis-built chassis with the Ferrari engine for Indianapolis is at the OSCA works now and should be finished in plenty of time to allow Farina sufficient practice. Unlike the ill-fated Ferraris of a few years ago, this car was especially built for the brick and asphalt track and should give a good account of itself on Memorial Day.

The six-cylinder engine displaces 4.4 liter and develops over 400 horsepower. The Maserati with which Wilbur Shaw



JAGUAR D-type, driven by their ace driver Mike Hawthorn, trails the Mercedes-Benz of Juan Manuel Fangio at the Tourist Trophy race. Bob Sweikert, Indianapolis, will drive a similar Jaguar at the Endurance Grand Prix at Sebring March 24.

did not send out a bulletin, highlighting the win of their marque. Neither did I see anything about the Ferrari victory in the local Ferrari show-rooms.

BIG SHIPMENT

It would have been interesting to many readers to know that the Maserati people shipped five Grand Prix and three sports cars to Buenos Aires. The Grand Prix cars were similar to those of last season, but were brand new. They had the lighter chassis, different cylinder heads, and carburetors.

The two three-liter sports cars developed also 275 horsepower. And the 1.5 liter car had a new body which was lower than the old one. The car weighed about 1265 pounds and the four-cylinder engine developed about 140 horsepower.

The six Ferrari Grand Prix cars in Argentina were three reworked Lancias, now longer than before. Two cars were Lancia-Ferraris: The Squalo chassis equipped with Lancia engines. And the sixth was apparently a pure Ferrari, unadulterated. Horsepower out-

won in 1939 and 1940 had an eight-cylinder 3-liter power-plant.

An interesting program has been planned for the Monza track in Italy. The first 10 finishers at Indianapolis will be invited to drive against the best European Grand Prix pilots and their cars. The physical lay-out of the fast circuit should make for an interesting race and not constitute a handicap to the American cars as the Roosevelt Raceway on Long Island proved to be in 1937 when the German Auto Unions and Mercedes-Benz ran away from their competitors who drove gallantly, but badly outclassed.

JAG FOR SWEIKERT

The announcement that Bob Sweikert of Indianapolis and Troy Ruttman of Lynwood, Calif., will drive in the Sebring International Grand Prix of Endurance on March 24, is perhaps a prelude of things to come.

Sweikert, winner of the Indianapolis classic of 1955, will pilot a D-Jaguar in his sports car debut, while Ruttman, the 1952 Memorial Day winner, will drive a 4.9 Ferrari, teamed with Howard Hively of Cincinnati.

Enzo Ferrari announced that he will enter three cars at Sebring. Fangio, the Marquis de Portago and Harry Schell, the American of Paris, will drive the Ferraris. A Maserati factory team, headed by Stirling Moss, is also entered to compete.

All of this ought to make the Grand Prix of Endurance the premier event in American sports car competition!

Gardena Pulls Bulky Field

Bolstered by a flock of out-of-state drivers, a bulky field of NASCAR drivers will battle for 24 starting berths in the 200-lap late model stock car race at Gardena Stadium Sunday afternoon, March 11.

Led by Jimmy Stapley of Phoenix, a quartet of Arizona speed demons will challenge the driving skill of Southland NASCAR aces. Other Phoenix pilots headed this way are Mel Larson, Bill Moore and Jack Richardson. They'll drive '56 Fords.

Lloyd Dane, Bellflower throttle thumper, is entered in a '56 Mercury. Danny Letner of Downey, will try his luck over the speedy quarter-mile oval in a '56 Dodge.

Three novice driving races are also carded on the program.

Probable entry list, car number, driver, home-town, car:

1. Danny Letner, Downey, '56 Dodge "500"; 2. Allen Adkins, Fresno, '55 Dodge V8; 7. Jim Reed, Peckskill, N.Y., '56 Chevy; 12. Bill Stammer, Gardena, '55 Chevy; 17. Dave Rivard, Ventura, '54 Hudson; 20. Howard Philippe, Torrance, '55 Chevy.

25. Eric Erickson, Lancaster, '54 Buick; 28. Ed Brown, Meridian, '55 Chevy; 29. Don Stanger, Los Angeles, '55 Plymouth; 29. Bob Stanciffl, Gardena, '53 Dodge; 33. Bill Best, Los Angeles, '53 Hudson; 34. Sherman Clark, Yuba City, '55 Chevy.

40. Don Johns, Anaheim, '53 Plymouth; 41. Ernie Young, Lakewood, '53 Pontiac; 45. Ed Pagan, Lynwood, '56 Ford; 49. Bob Ruppert, Las Vegas, '55 Chevy; 56. Chuck Meekins, Gardena, '55 Chevy; 77. Bob Stanciffl, Gardena, '53 Dodge.

88. Jim Kent, Laredo, Tex., '55 Ford; 91. Jim Cook, Anaheim, '56 Pontiac; 98. Marvin Panch, L.A., '55 Mercury V8; 99. Jim Bloomgrin, Norwalk, '54 Mercury; 00. Dick Getty, San Fernando, '56 Chevy.

7-11. Bob Lee, San Diego, '56 Ford; Jimmy Stapley, Phoenix, '56 Ford; Mel Larson, Phoenix, '56 Ford; Bill Moore, Phoenix, '56 Ford; Jack Richardson, Phoenix, '56 Ford.

Why Can't Clubs Grab Power in Pro Swing?

By Jim Mourning

(This is the first of a series of two articles by Jim Mourning, well-known sports car racing writer, who offers a rebuttal to Ken Miles' story which appeared in the last issue of MOTORACING. Opinions expressed are those of the writer and not necessarily those of this publication—Editor's Note.)

MOST OF OUR local sports writers are not currently beating the drum for professional sports car racing, all well considered opinions to the contrary notwithstanding. They are only calling the shots as they see them.

That is precisely what this piece intends to do. It is neither a plea for nor against professionalism, but merely a second look at some points brought up by Ken Miles in the last issue of MOTORACING.

With that well understood, let one more thing be crystal clear. We admire Miles as a masterful driver, as a technical authority and as a person. We do not question either his intelligence or his sincerity. We do question the conclusions they have led him to.

To begin with, the issue isn't whether or not we are prepared for professional racing, but whether or not it will come. These are not the same thing at all. Professional sports car racing will come when the time is ripe, not when we decide we have facilities ready to handle it.

EXAMPLE CITED

Although the Wright Brothers were often the object of scorn, they were not, to the best of our knowledge, ever told that

the reason it was ridiculous to suppose they could build a flying machine was that there were no aviation commissions, landing fields or trained pilots.

It has been stated that any attempts at setting up a professional-amateur arrangement would be nullified by the lack of an omnipotent sanctioning body, such as the FIA. This strikes us as a case of putting the car before the horsepower. It also implies that European racing had a firm hand at the wheel prior to its inception in 1894. Any student of racing history knows this isn't true.

That such a body would smooth the way is undeniable. But it doesn't seem logical to (Continued on Page 7, Col. 4-5)

DUSTY MAHON

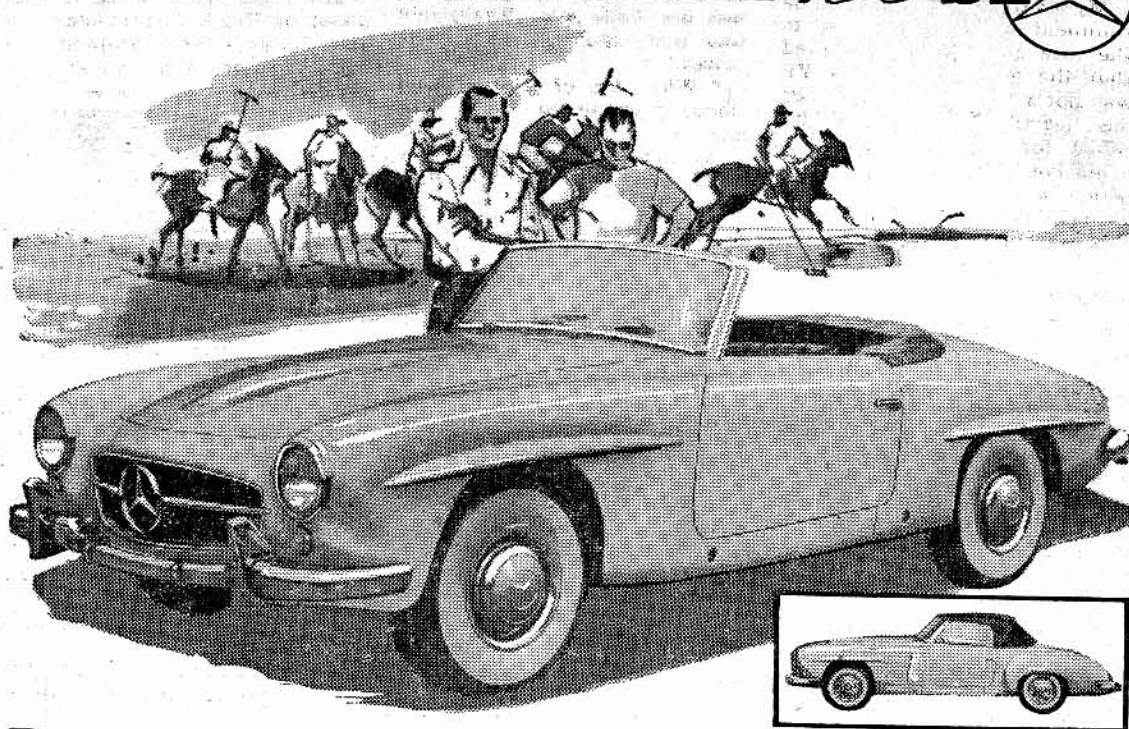
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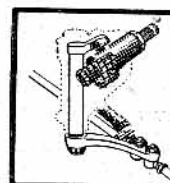
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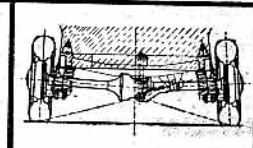
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Simca in Concours And Track Wins

Willy Witkin, Simca distributor, was elated with the impressive double win of the '56 Simcas at Palm Springs. The Simca sedan of E. Allen Moss took a class first in the SCCA Concours d'Elegance, while Marvin Patchen tooled an identical Simca to a class first in the stock sedan race at the airport.

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LOTS OF STUFF OLD GRESVICK
DIDN'T LIKE AT PALM SPRINGS

By Gresvick Von Kneissel

SINCE A GREAT deal of bad feeling was created at the Palm Springs races this past running, your writer feels it only proper to try to smooth over whatever unpleasantness he can. Thus, it is in the interest of furthering harmony in the sports car world that I'm about to present Gresvick's Yo-Yo Awards for 1956.



G. VON KNEISSEL

To the SCCA, I should like to present a king-sized yo-yo for doing the most to fatten the money belts of certain race promoters whose charitable penchant is only exceeded by their ability to put on a good race. This race came as close to professionalism as one can come without giving loot to those who deserve it the most—the drivers.

To Dr. Karl Brigandi, a special yo-yo for being the most officious official in captivity. Someone should take the time to remind Herr Doktor that you can shaft someone as well politely as rudely.

To John Porter, who, in my opinion is one of the nicer people in road racing, goes the title of The Great Compromiser. John has taken on the almost superhuman task of trying to win back the enemies his fellow SCCA officials made a Palm Springs.

My award for the most inane comment of the year goes to the race queen, who remarked that the gathering at the VB was not a "kissing group." Let me heartily congratulate the SCCA for dispensing with the offensive little games of post-office, which have been played at past banquets.

Maybe racing in California

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is really growing up and the Palm Springs race was just an epidemic of growing pains. I sincerely hope so.

The award for famous last words goes to Ernie McAfee, who has always maintained that the Ferrari factory sold others used cars but would never dare do the same to him. I read recently in a British racing magazine that Ernie's 4.4 is one of the ex-works cars which raced at LeMans last year. *Sic transit, Bandini!*

QUOTES CARROLL

Perhaps a passage from Carroll's "Alice in Wonderland" telling how to put on a caucus race will come in handy for the SCCA's next attempt.

"First it (the Dodo) marked out a race course in a sort of circle 'the exact shape doesn't matter,' it said, and then all the party were placed along the course here and there. There was no 'one, two, three and away,' but they began running when they liked and left off when they liked, so that it was not easy to know when the race was over. However, when they had been running half an hour or so, the Dodo suddenly called out, 'The race is over!' And they all crowded round it panting and asking, 'But who has won?'"

"This question the Dodo could not answer without a great deal of thought, and it sat for a long time with a finger pressed upon its forehead (the position in which you usually see Shakespeare in the pictures of him), while the rest waited in silence. At last the Dodo said, 'Everybody has won, and all must have prizes.'"

"Why she, of course," said Dodo, pointing to Alice with one finger; and the whole party at once crowded around her calling out in a confused way, 'Prizes! Prizes!'"

"Alice had no idea what to do and in despair she put her hand into her pocket and pulled out a pair of comfits . . . and handed them around as prizes. There was exactly one apiece all round."

Let me say in closing that I like and respect the SCCA and only wish to point out that the past Palm Springs races were in no wise up to the standards expected of America's largest sports car club.

Racing is a gentleman's sport; let us hope that more participants and officials will live up to that label in the future.

Economy Run Attracts 22 Stock Entries

TWENTY-TWO stock American cars, representing 98.07 per cent of the nation's automobile production, will wheel out of Los Angeles March 19 on the four-day Mobilgas Economy Run to Colorado Springs, Col.

The cars will compete against each other in five price divisions, and in a special small-engine class.

The cars are grouped in classes of similar price, \$1500-\$2000; \$2001-\$2400; \$2401-\$2700; \$2701-\$3300; and \$3301-\$10,000.

The car attaining highest ton-miles per gallon, regardless of price, will win the Sweepstakes award. Ton-mile figures are the result of multiplying distance traveled by weight of car and occupants, and dividing that by number of gallons of fuel consumed.

LIGHTWEIGHT ENTRIES

Two entries in the lightweight class are Rambler DeLuxe 6 and Studebaker Champion 6.

In the low price field are Chevrolet Bel Air Sport Sedan 6, Chevrolet Bel Air Sport Sedan 8; Ford Fairlane Victoria 6; Ford Customline Victoria 8; Ford Fairlane Victoria 8 and Plymouth Belvedere 8.

In the low medium price group are Mercury Montclair Phaeton; Pontiac Chieftain Catalina, and Dodge Coronet 8.

The medium priced class consists of Nash Ambassador Special V-8 Super; Hudson Hornet Special V-8 Super; Oldsmobile 88 Holiday DeLuxe; and Nash Ambassador Super 6.

De Soto Fireflite Sportsman, Buick Super Riviera and Oldsmobile 98 Holiday DeLuxe make up the upper medium priced field.

The high priced class is composed of Buick Roadmaster Riviera, Imperial Southampton, Lincoln Premiere and Packard.

MOURNING'S ANSWER TO MILES

(Continued from Page 6)

demand that a highly specialized controlling body come into existence before there is anything to control. We strongly suspect that when the situation becomes critical enough, such an organization will be formed.

USAC PERHAPS

Even granting an immediate need for such a body, there are several possible starting points already available. The USAC might well be in a position to handle this chore, if so inclined, and certain NASCAR officials have been heard to make small but interested sounds on this subject. Last, and by no means least, RRR is trying to establish itself in a sanctioning position of sorts, the full significance of which cannot be gauged at this time.

On the other hand, the clubs could change their policies regarding professional racing and either take on the sanctioning job themselves—either a single club or a group—or recognize the authority of some duly appointed sanctioning body. The Southern California Council of Sports Car Clubs, in effect, is the embryonic stage of this very thing.

UP TO THE CLUBS

With the SCCA's stand on Sebring, further development along this line is not as far fetched as it sounds. It remains only for the clubs to realize that the days of local autonomy are slipping rapidly away and to formulate policies and plans in accordance with this realization. It seems to us that the clubs would stand a better chance of achieving their avowed ends by gaining a position of authority instead of waiting for the day when they will be subordinate.

Actually, there is no valid rea-

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son to assume that clubs that have been successful in promoting amateur races will suddenly come apart at the seams when tackling it professionally. Some one has to do the job and the suggestion that the clubs handle it is usually motivated by a desire to see the clubs stay on top in a sport for which they so laboriously laid the groundwork.

(To Be Continued)

CRASH KILLS MOTT

Bill Mott, northern rancher instrumental in the staging of the first Madera road races, was killed recently in the crash of his pick-up truck. The accident happened north of Madera.

MALONE REPORTS

John Malone, the sports car aficionado, says all the girls want to work at the new Capitol Records Tower building. Why? Because the bosses can't corner them there.

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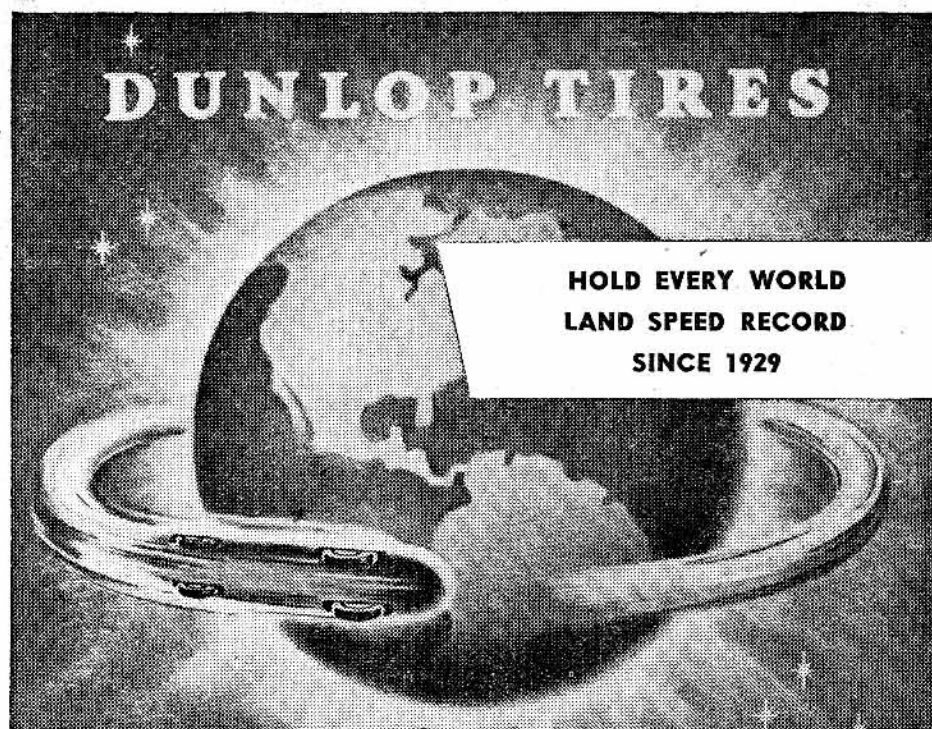
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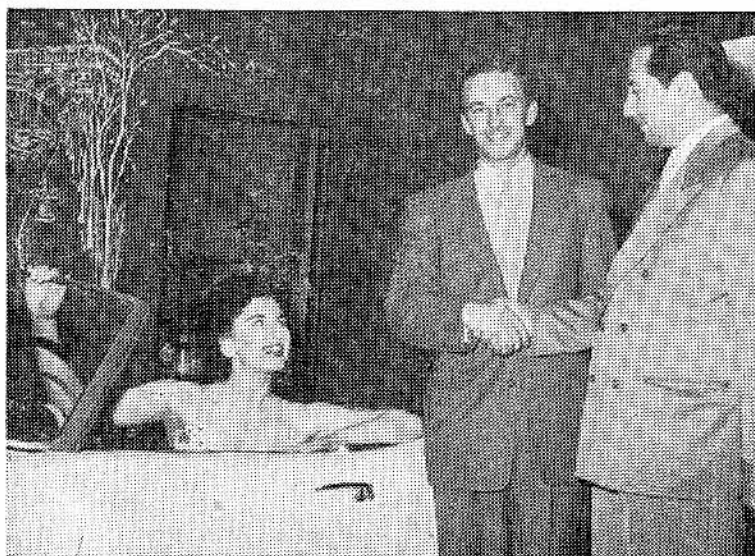
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RENE PELLANDINI, president of Worldwide Imports, Inc., West Los Angeles sports car center, welcomes Vittorio Sanguineti, Italian Trade Commissioner to the premiere of the Alfa Romeo Giulietta. Motion picture actress Lisa Montell seems happy about the whole thing, too. Sanguineti is at right.



Rallye Roundup

By Buzz De Bardas

KNOW WHAT A GAGGLE IS?
WELL, HERE'S THE LOWDOWN

ONE EVENT that I haven't mentioned in this column in the past is the GAGGLE, a non-competitive, no-trophy event. All that is needed to have a GAGGLE is from 2 to 200 cars all going to the same place and which would like to travel together.

Recently the Four Cylinder Club of America, with their National office in the Los Angeles area, decided to Air Mail their president, John Foster, to Phoenix, to visit the chapter there.

John thought it would be a nice drive, and asked if anyone would like to join him. In very short order, the Phoenix people were advised that about 60 cars would soon GAGGLE down there, and arrangements were made for food and lodging. The word passed around to the different chapters was to meet at Beaumont, at 6 a.m. Saturday morning. We would then proceed to Phoenix, where we would have a picnic dinner with the Chapter there that evening, and then drive home Sunday.

3 GROUPS FORMED

No plans were made for driving speeds. In a very short order we were formed into three groups—

(1) Composed of a few big, fast cars (Jags, A.H.s, Tr-2s) who really had their foot through it all the way, and probably offended every police

officer for 400 miles. To my knowledge, none received a ticket.

(2) Made up of the next bunch of cars going fast enough to get tickets and slow enough to get caught (SOME WERE).

(3) Were the little cars which broke no laws, offended no one, and received no tickets. They probably arrived within five minutes of the faster cars.

Now, I'm sure that everyone agrees that 55 mph is fast enough for Old Ladies driving dynamic "8s" with power seats, etc., and that it is a silly speed for sports cars. Nevertheless, it is the limit, and he who exceeds it may offend the law.

I believe that a simple solution for all future GAGGLES would be the unwritten rule that the little cars start first. Offending no one, they can go on their way. Next would be the faster group which might offend a bit, but not to the point where every officer in the state would be looking for them. Last, but not least, would be the fast, big cars, who offend and offend, and probably would get tickets. However, at least they would not bring trouble to a little Morris Minor following them. One last thought—take another road home.

FORD TEST CENTER IS DEDICATED

KINGMAN, ARIZ., Feb. 29.—

The story of automotive testing, key to modern fine performing cars, unfolded here today at dedication of Ford Motor Company's \$1,500,000 3,840-acre Arizona Proving Ground.

Company executives, joined by state and local officials and members of the press, viewed a series

of engineering demonstrations which dramatically showed the purpose and value of Ford's new desert testing facility.

Acceleration and brake-stop tests were made. Guests also saw high-speed runs on the proving ground's oval, five-mile speedway, a track constructed to accommodate speeds up to 140 miles-per-hour without any side thrust.

The runs were made by a stock 1956 Ford convertible, equipped with 225 horsepower Thunderbird V8 engine; a stock 1956 Mercury two-door sedan, with 260 horsepower V8 engine; and an experimental Lincoln with a supercharged power plant and other modifications.

Last week, on the new high-speed track, a Ford and three Mercurys broke more than 20 standing-and-flying-start world speed records for open and closed cars.

At the same time, an experimental Lincoln achieved an average speed of 146.599 miles-per-hour for the five-mile run.

Earle S. MacPherson, vice-president-engineering, said modern facilities enable Ford Engineering Staff to put Ford-made and competitive products through constant performance and durability tests.

"This sort of comparative testing," he said, "tells us not only how our engineering compares with competition, but how our manufacturing compares as well."

This proving ground, along with our other road test activities, plays a very important part in engineering of new and better Ford Motor Company products."

MacPherson said Ford engineers and drivers originally planned to run about 1,000,000 test miles at the Arizona Proving Ground this year, but "increased number of passenger car and truck models planned by our company" necessitated raising that estimate to about 2,250,000 miles.

Vusovich MGTC Wins Palm Springs Concours

Paul Vusovich's robin's-egg blue MGTC captured best-in-show honors at the Sports Car Club of America's Concours d'Elegance at the El Mirador Hotel in Palm Springs, held in conjunction with the SCCA's road races at the spa's airport.

Summary:

CLASS A—1. Paul Vusovich, MGTC; 2. Virgil Ellsworth, MGTC; 3. Frank Mason, MGTC.

CLASS B—1. Owen Dresden, Volkswagen Ghia Cpe.; 2. Robert Alexander, Porsche; 3. Arthur Mortimer, Jaguar XK120M.

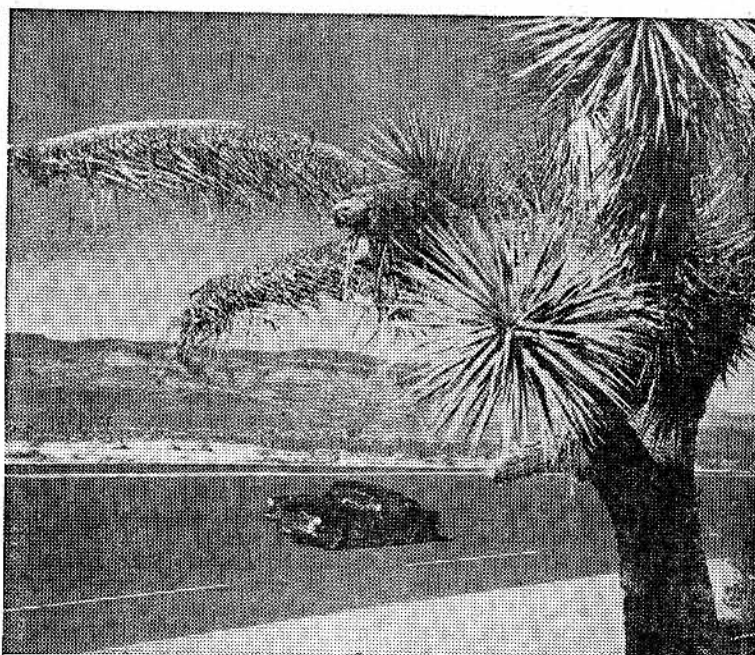
CLASS C—1. Wayne Carter, Aston Martin; 2. Don Schonert, Aston Martin; 3. Marion Weber, Lancia.

CLASS D—Allen Moss, Simca; 2. Maxim Haas, Ford Anglia; 3. L. H. Strong, Volkswagen.

CLASS E—1. Merrill Hill, Jaguar MKV; 2. Ralph Coehems, ALWS; 3. Lynn Morrison, MG Elysee.

CLASS F—1. Wm. Ellsworth, Rolls Royce; 2. J. Budsey, Jaguar MK IV. Overall Winner—Paul Vusovich, MGTC.

Judges—Miss E. M. Johnson, Fred Kopp, Joseph "Dusty" Mahon and Raymond Lowey.



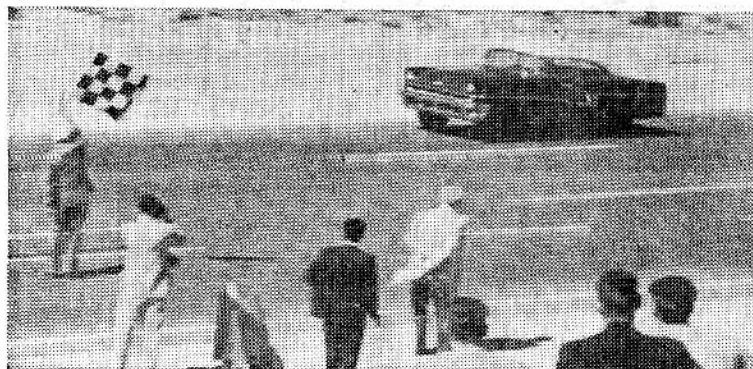
A CONTINENTAL glides into a banked turn of the high-speed test track at Ford Engineering Staff's Arizona Proving Ground. The banking here is graduated to a maximum 60 per cent grade to permit neutral speeds up to 140 miles per hour. Also in the test area is a network of gravel rock and dust roads.



MAKING PRESS very much at home were these popular Ford public relations officials, Marc Parsons, Hal Smith and Tom Scripps.

BOB ESTES, left, Inglewood Lincoln-Mercury dealer, and Griff Borgesen, noted writer, attended Ford Proving Ground dedication.

At Ford Proving Ground



JOHNNY MANTZ TESTS FORD AT ARIZONA

Vignolle & Powell



AMONG PRESS notables at dedication of Ford Proving Ground near Kingman, Ariz., were Walt Woron, left, editor of Motor Trend, and Bob Bergen, L.A. Mirror-News Business Editor.

RENAULT VICTORY

OAKLAND, Feb. 18.—Bob Machin of Alameda, driving the Renault of France Special, won the 30-lap main event, with Bob Veith, Oakland, coming in second and Mike McGreevy, third; Chuck Booth, Sacramento, fourth, and Ed Normi, Petaluma, fifth.



JOHN BOND, editor of Road & Track, blinks against strong Arizona sunshine during dedication program.

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LOTUS-CLIMAX, November, 1955. 4 firsts, 1 second, Class G, in 5 starts. De Dion rear end. Turbo-finned brakes. Borrani wheels. Ready to race. Entered Santa Barbara. Freutel, SY. 9-5512 or ML 2611.

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Tactics in Racing (Part 4):

Preparing Your Car

or . . .

The Rover Boys on Walpurgisnacht

By Henry N. Manney, III

SOME ANONYMOUS humorist once defined the fine art of preparing a car for a race as a combination of practicing monochromaticism and a short course in Frogstadt's "Masochism for the Millions."



Henry N. Manney III
Good Food & Stogie

To this must be added a proviso that a short session of first-aid should be included, not to mention a doctorate thesis in skin grafting. A still bigger humorist, S.C.H. Davis, once concluded that the proper way to have a race car ready was to have it finished a week ahead of time and waiting under a tarp. However, we normal mortals seldom achieve this automotive Nirvana but sit gazing futilely at our mechanical navel, dreaming fond dreams of copper crockery on the sideboard and sweet kisses from Miss Matzoh of 1956 while time ticks stealthily away. But now let's investigate how we all go about it.

By far the most common character in the cast of road show Nuvoletis is the poor nudnick who depends on a professional garage, agency, or tuning establishment to ready his mount for the fray. I think that it can be safely said that although a few shops do a clean, honest, and conscientious job on a customer's pride and joy, the rest run the gamut from plain incompetence through filth and sloppy work to downright fraud.

THERE'S A DIFFERENCE

The racer who has not the time nor technical knowledge to do a decent job of assembly and tuning is often forced into the greedy grasp of some leech whose only qualification is a fierce line of benchracing simply because he does not know where else to go.

Next, in our classification is the casual gang who decides on Thursday night to race on Saturday and thereupon fall to in a frenzied effort to convert Joe's TD into a Formula Libre, rear-engined, swing-axled front-wheel drive copy of the 1906 Piccard-Pictet.

Much beer is bought, many tools are unearthed, cubic yards of welding gas is expended, and the end result is a strange and wonderful vehicle with many sharp edges which would not have passed vehicle inspection in the Slow Race up Montmartre, let alone Pebble Beach.

MAD SCIENTISTS

Then we have the Mad Scientist or One-Man-Band. He is convinced that he knows all the speed secrets and by golly he isn't going to let any sneak get them away from him. As a result, he rebuilds and fettles his heap all by himself and on race day walks around humming to himself and being exceedingly puss-faced about the whole affair. About halfway through the race when the contents of his valve chest, including his home-built desmodromic Crosley head, come lurching into the bright sunlight, he smiles ruefully and mutters things like "Back to the old drawing board." This type of fella is also the most likely to finish the job ahead of time so he can swank around at scrutineering and watch everybody else assembling their racing equipment.

The classic example, though, that encompasses most of us is the Last Minute Flap, or Doing Last Week's Work Manana. Somehow or other the days have slid away until we are suddenly reminded that we only have a

day or two before scrutineering. Fine . . . we set the tappets, tune the carburetors, buy a set of plugs, wash out the portable icebox and we're ready. At scrutineering we exchange much bandinage with the multitude, and pack up and go home. Past the inspection area, though, we just can't resist winding it up for the benefit of M. Warshawsky just to let him hear what a well tuned Gazzit sounds like. After all, it can't hurt . . . the engine is nice and loose and you've got good old sturdy 90 wt. in there that got us through the last four races and whatthehell . . . away we go and very well too until your rear wheel hits that slimy spot on the streetcar tracks and the tach goes around like Tempest's tassels. Then silence. Inky dark silence. Profane silence . . . well, get the towrope and let's go home.

WHAT A TASTE!

Much later that night the engine is out of the chassis, the pan and head are off, the chorus of tongue clucking has subsided, there are greasy hand-prints on the upholstery, and the Bitter Tea of General Yen is a perishing Tootsie Roll compared to the taste in our mouth. We can see our bank balance flying out the window and we only wish that A. P. Giannini would pay for fixing his half of the car. We have no parts so we send everybody off to bed. Next day we rush around getting aforesaid parts, some of which are unavailable (on the boat) and so we take the injured members to Cannon's for rehabilitation.

Okay, so it's the night before the race and the engine needs to go together, into the car, and get the whole shebang to the racetrack. Beer is produced along with coffee and plastic doughnuts and everyone falls to. About this time all our friends that were going to drive with us to the race show up and are aghast; then, according to their lights, either pitch in or arrange themselves in rows along the wall like a collection of mummies in the Catacombs.

RED-HOT REJECTS

Let's see . . . gas, sparks . . . no sparks. Oh yes, the generator cutout switch. Gas . . . sparks . . . but no forward motion. All is panic until someone remembers the back is still up on the jack. So we go . . . driving through the night getting the rings and bearings seated until we arrive at Boondoggle Field just in time for the first race. But at what a cost — the racer is filthy, the numbers smudged, while the unshaven, unwashed, and bee-bee-eyed crew looks like the reject room at Polly Adler's.

But no matter . . . you get out there and win that race and bring glory upon us all. Like fun you do . . . that clown at the parts depot sold us a head gasket made from Mozzarella and you do the Old Faithful bit all the way around to the pits. You and your crew clasp hands over the steaming radiator and promise not to goof again. Until the next race, that is.

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MOTORING
fo(u)r
FUN

By John Foster
National President, FCCA

EVER NOTICE those gaggles of muffled, happy sports car drivers enjoying a pre-dawn drive along the coast or out to the desert? Ten to one it was one of nine local chapters of the FCCA having a ball en route to one of the races, or out on one of its well organized rallies or other non-racing type of event.



JOHN FOSTER

In this column I hope to bring you news of these activities, with maybe a word of explanation and invaria-

WELCOME, FCCA
All Four Cylinder Club members, a whopping 501 from 10 chapters in California and Arizona, are now receiving MOTORACING following an arrangement between the National Board of Directors of the FCCA and this publication. Welcome—and look forward to reading John Foster's lively MOTORING FO(U)R FUN.

bly an open invitation for you, mama, and even the kids, to join us in this great sport.

Don't let the name FOUR CYLINDER CLUB scare you! If you are saddled with a six or an eight or tickled with your two or three lunger, you are just as welcome to be our guest at practically all events and meetings. Anyone interested in recapturing the old joy of driving, in discovering new and little-known byways, visiting the interesting and beautiful spots of our Great Southwest, and meeting the nicest folks on earth, are most welcome to join us.

MONTHLY MEETS

Each of the nine local chapters enjoy at least one monthly meeting discussing events, listening to a guest speaker and enjoying movies and refreshments. Once a month each chapter puts on an event designed for fun while motoring, with handsome trophies for the winners adding zest and a competitive air to bring out the Stirling Moss in all of us!

Periodically all the local chapters band together to put on an "open" event to which all other sports car clubs are specifically invited. These events bring out 100 to 250 keen competitors and are equal in many respects to the internationally famous European rallies.

If this type of motoring pleasure is just your cup of tea, keep your eyes glued on this column and I'll tip you off to the best ones.

Coming Soon: Monte Carlo Type Rally to Pebble Beach Races April 21 and 22.

Teague Takes Clovis Stock Car Feature

CLOVIS, Calif., March 4—Marshall Teague, Daytona Beach, Fla., was the winner in today's 100-lap USAC late-model stock car race before of 8500 fans.

Fast time—Chuck Stevenson (1956 Ford), 30.15. 3-lap trophy dash—Troy Ruttman, Johnny Mantz, Stevenson, Johnnie Parsons, 1:33.01. 10-lap heat—Stevenson, Marshall Teague, Bob Christie, 5:22.04. 10-lap heat—Tony Bettenhausen, Fred Steinbroner, Dempsey Wilson, 5:22.95. 10-lap heat—Ruttman, Danny Hawk, Parsons, 5:25.41. 100-lap main event—Teague (1956 Chevrolet), Christie (1956 Mercury), Jimmy Reece (1956 Ford), Mantz (1956 Ford), Bettenhausen (1956 Dodge), Scotty Cain (1956 Ford), Jack Silva (1955 Mercury), Parsons (1956 Ford), Jimmy Davies (1956 Ford), George Amick (1956 Mercury) 53:32.80.



Lester Nehamkin

NOTABLES—Big names from the TV and radio world were among interested fans at Palm Springs road races. Snapped in front of Otto Zipper's Precision Motors VW Press Bus are, left to right, Mrs. Red Rowe, hubby Red, KNXT; George Putnam, KTTV; Mrs Putnam and Hank Weaver, the renowned KABC sportscaster.

DRAG RACING RESULTS

LONG BEACH LIONS—FEB. 26
Gas Classes—Coupe Sedan—A. D. & J. Automotive, 51 Chrys., 104.04; B. Bob Airth, 53 Merc., 88.55; C. Tim Woods, 55 Cad., 97.61; D. Jr. Thompson, 55 Chev., 86.12.
Altered Coupe/Sedan—A. Forrester & Osborn, Merc., 107.14; B. Good-knight & Cox, Merc., 99.11.
Roadsters—B. Denny Carrisosa, Merc., 99.66.
Open Gas—A. Fred Voight, Merc., 132.35.
Comp. Coupe/Sedan—A. Jim "Jazzy" Nelson, Merc., 131.19.
Mod. Roadsters—A. Tapia Bros., Merc., 113.49.
Dragsters—B. Experimental Auto, Auto, Merc., 131.52.
Stocks—A. Anderson & Stablis, 55 Buick, 84.98; B. Vincent Spinoza, 55 Chev., 77.38; C. Tom Bird, 50 Olds, 72.87; D. Therley & Stabloid, 38 Buick, 77.92.
Sports Cars—B. Tommy Poole, Jag., 83.98; C. Madelelena Stephen, 55 Corvette, 87.80; D. Danny Weinberg, Kurtis-Chrys., 106.15.
Cycles—Fuel—Duncan, Auger & Martz, Vincent, 135.59; B. Dewey Merritt, Fri., 120.96.
Cycles—Gas—A. C. A. Hornsberger, Indian, 90.95; B. Larry Luley, Tri., 108.31; C. Karnes & Fontaine, Harley, 95.15.
Top Eliminator—Jazzy Nelson, Merc., 132.15.
Top Time—Duncan Auger & Martz, Vincent, 135.54.
New Records.
NOTES—2,000 attendance, 181 cars entered, 25 cycles. The two cars to go off were Jazzy Nelson's Merc-powered Fiat-bodied cpe. & Fred Voight's Merc. powered gas dragster. Voight won by about one car length. That left Jazzy & Duncan, Auger & Martz's fuel cycle (Vincent—track record holder at 18) to go off for top eliminator. Jazzy overtook him and won by a wheel at 131.15 mph—E.T. of 10.74. Also Experimental Automotive's dragster was there with the Quints of San Diego—Merc engine—turned 131.57.

LONG BEACH LIONS

MARCH 4
Gas Classes Coupe/Sedan—A. Phil's Hudson Serv., Hudson, 93.37; B. Dwight Sievers, Hudson, 92.21; C. Tim Woods, 55 Cad., 98.68; D. Norman Slayton, 56 Chev., 85.93.
Altered Coupe Sedan—A. Pat Clement, Chrys., 113.35; B. Navarro & Tucker, Merc., 92.21.
Roadsters—A. Gary Cagle, Chrys., 119.58; B. Richard Munch, Merc., 91.48.
Fuel Classes—Coupe/Sedan—A. San Pedro Muller, Merc., 106.00.
Comp. Coupe/Sedan—B. Ike Iacona, G.M.C., 124.30.
Mod. Roadsters—A. Topia Bros., Merc., 110.29.
Dragsters—A. Kamboar & Munch—Blew eng.—Total; B. Experimental Auto, Merc., 127.29.
Stocks—A. Anderson-Stabloid, 56 Buick, 85.87; B. Yanders-Stabloid, 55 Chev., 77.12; C. Hugh Shackelford, 51 Olds, 76.85; D. Thorley-Stabloid, 38 Buick, 75.77.
Sports Cars—A. Roland Gravel, M.G., 69.07; B. Wesley Bith, Mercedes, 90.62; C. Stephan-Stabloid, 55 Corvette, 87.54; D. Guthrie Burt, Blown-T Bird, 106.38.
Cycles—Fuel—A. Duncan, Auger, Martz, Vincent, 132.35; B. Bob Thurston, Tri., 119.52.
Cycles—Gas—A. Fontaine & Karnes, Harley, 94.75; B. Liele & Auger, Tri., 106.00; C. Fontaine & Karnes, Harley, 93.75.
Top Eliminator—(Cycle)—Duncan, Auger, Martz, Vincent, 131.77.
Top Time—(Cycle)—Duncan, Auger, Martz, Vincent, 132.35.
New Record.

POMONA VALLEY TIMING ASSN.
FEB. 26
Stock—A. Lennie Kennedy, 56 Buick, 85.95; B. Jack Stewart, 53 Olds 78; C. Chester Epperson, 52 Olds, 80.57; D. Jim Clem, 50 Cad., 77.
Gas Coupes & Sedans—B. Bourgeois & Platzer, Ford 96.61; C. Ray Pietrzyk, Chrys., 96.67; D. Dave Betts, Chev. V8, 88.16.
Fuel Coupes & Sedans—B. "Short Blocks," Ford, 89.46; C. "Road Rebels," Merc., 99.68.
Altered Coupes & Sedans—A. Waterworth & Morris, Merc., 110.56; B. Sandoval & Brakebill, Merc., 106.50.
Competition Coupes & Sedans—A. Mark VII, Merc., 121.75; B. Grohs Texaco Serv., Merc., 111.94.
Street Roadsters—A. Bob Kelley, Merc., 94.50; B. Jim Helmut, Merc., 93; C. R. A. Haering, Merc., 87.4.
Hot Roadsters—A. Teresa, Read & Amende, Blown DeSoto, 127.50; B. Paul & Groves, Merm., 105.
Modified Roadsters—A. Zan Alson, Merc., 107; B. Don Waite, DeSoto, 122.95.
Open Gas—Zan Alson, Merc., 105.
Gas Cycles—A. Gary Richards, 21" Tri., 75.18; B. Dick Newell, BSA, 101; C. McGregor & Kirk, H.D., 109.86.
Fuel Cycles—B. Richards & C. Johnson, Tri., 117.54; C. McGregor & Kirk, H.D., 114.96.
Sports Cars—A. W. T. Anderson, Jag., 83; B. Dick Brownell, Volk., 57.69.
Top Eliminator—Mark VII, Merc., 118.57.
Best Time of the Day—Teresa, Read & Amende, Blown DeSoto, 127.50.

POMONA VALLEY TIMING ASSN.

MARCH 4
Stock, A. Dick Allen, 56 Ford, 96.28; B. Mary Stewart, 53 Olds, 80; C. Chester Epperson, 52 Olds, 80.55; D. Paul Pittman, 38 Buick, 72.11.
Gas Coupes & Sedans—A. Gene Adams, Olds, 105.25; B. Sidney Jeffries, Cad., 89; C. Bill Billingham, Olds, 91.80; D. Ray Morruzzi, Chev. 6, 84.
Fuel Coupes & Sedans—A. Walker Bros. & Dauphin, Merc., 106.51; B. Hankins, Merc., 81.15; C. "Road Rebels," Merc., 98.
Altered Coupes & Sedans—A. Nicholls & Turner, Olds, 115.35; B. Sandoval & Brakebill, Merc., 106.50.
Competition Coupes & Sedans—A. Bill Degele, Merc., 106; B. Sparks & Bonney, Blown Merc., 123.11.
Roadsters—A. "Stokers" Merc., 101; B. M. & V Automotive, Ford, 84.54.
Hot Roadsters—A. Roger Stinson, Merc., 109.75.
Gas Cycles—A. R. H. Pratt, Tri., 99.06; B. Dick Newell, BSA, 104; C. Chuck Arri, HD, 89.11.
Fuel Cycles—B. R. Richards & C. Johnson, Tri., 119.11.
Sports Cars—A. Don Ricardo, Mercedes-Benz, 93.94; B. Bradford, Porsche, 78.61.
Four Barrel—"Rappers," Ford, 88.
Top Eliminator—R. Richards & C. Johnson, Tri., 118.73—11.60 Sec.
Best Time of Day—Sparks & Bonney, Blown Merc., 123.11.
New records.

SANTA ANA—MARCH 4
Roadster Class (A Overhead)—Short-block, 1:02.04. (A Flathead) Belvins, 1:06.26. (B) Yeakel Bros., 1:35.13. (D) Riley Special, 1:36.36. Fuel Class (Light coupe)—Tom and Jack, 1:07.52. (Heavy coupe)—Earl, 90.90. (Strip coupe)—Reese and Mallard, 1:25. Gas Class (Light flathead)—Clockers, 1:01.50. (Light overhead)—Hart's, 1:00. (Heavy flathead)—M. S. Bros., 99.00. (Heavy overhead)—E.J. Automotive, 1:03.00. (Stripped flathead)—Traverse and Whitney, 1:07.52. (Postwar flathead)—Tsukashima and Ishinaru, 99.00. (Postwar overhead)—Pietrzyk, 98.03. (Open flathead)—Alcala, 1:12.35. (Rail) Coelho, 1:29.87. (Small sports car)—Anderson, 76.33. (Medium sports car)—Windberg, 80.00. Cycles (30-50 Gas)—Hare, 1:03.09. (30-50 Fuel)—Ward 1:11.11. (40 Gas)—Dudek and Johnson, 1:16.27. (40 Fuel)—Mahoney and Johnson, 1:28.20. (61 Gas)—Harnan, 1:04.16. Stock Class (A)—Williams, 69.33. (B) Hedden, 80.25. (C)—Hernandez, 86.20. (CA)—Ramos, 82.64. (D)—Kennedy, 86.20. (E)—Haagsma, 96.33. (F)—Fullerton Muller, 91.74. (S)—Ford, 81.95.

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Palm Springs Race Charts

(Compiled by Women's Sports Car Club. Data on non-finishers by Myra Jones)
SATURDAY, FEB. 25

RACE No. 1 — Production Sedans under 1500cc — 6 Laps — 10.68 Miles — 11 Min. 39.7 Seconds					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class
:00	1	142	Ron Pearson	Volvo Sedan 1414	F-1
:13	2	210	Marv. Patchen	Simca Aronde 1290	G-1
:16	3	105	Wm. Boone	Panhard 850	G-2
:57	4	144	Leonard Pruyn	VW 1192	G-3
:59	5	120	Cliff Coleman	VW 1192	G
1L:14	6	177	James Kauer	VW 1192	G
1L:14	7	139	Chas. Beaumont	VW 1192	G
1L:34	8	178	John Dixon	VW 1282	G
1L:44	9	207	George Evers	Citroen 2CV 488	I-1
1L:45	10	205	Carl Seidlitz	Citroen 2CV 488	I-2
1L:46	11	206	Lonnie Holloway	Citroen 2CV 488	I-3
	12	192	Pearce Woods	Citroen 2CV 488	I

13 starters (1F, 7G, 1H, 4I). Did not finish—115, Frank Aldhous, Renault, bent valve.

RACE No. 2—Ladies' Race (all classes). 6 Laps — 10.68 Miles—10 min. 25.4 sec.					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class
:00	1	149	Janet Anderson	TR2 M 2500	D-1
:01	2	00	Meyera Buchanan	Lotus MK9M 1098	G-1
:02	3	97	Linda Scott	MGTD M 1466	F-1
:9.5	4	223	Helen de Olivera	TR3S 1991	E-1
:57	5	74	Barbara Dettman	Porsche Sp. S. 1488	F-2
:84	6	193	Ethel McCord	Jag XK120M S. 3442	C-1
:92	7	184	Janet Lake	AH 100 S. 2990	D-2
:94	8	214	Carmela Martin	MGTF M 1466	F-3
:95	9	93	Bette Shutes	Porsche S 1486	F-4
:115	10	58	Mickey Trukke	Morgan 4S 1991	E-2
1L:50	11	8	Betty Boutell	Porsche S	F-5

11 starters (1C, 2D, 2E, 5F, 1G). (5 over 1500cc, 6 under 1500cc).

RACE No. 3 — Formula III and Unrestricted — 6 Laps — 15 min. 55.6 sec.					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class
:00	1	145	Marion Playan	Playan Spec.	JBS
:20	2	101	Harry Morrow	Thormin Spec.	JBS
1L:09	3	21	David Thormin	Thormin Spec.	JBS
DNF	4	121	Stuart Dane	Dane Triumph	JBS

4 starters. Did not finish—121, Stuart Dane, Dane Triumph, broken transmission mount.

SUNDAY, FEB. 26					
RACE No. 4—Production under 1500cc, except Porsche Super and Carrera. 10 Laps. 17.8 miles—17 min. 8.4 sec.—63.18 Avg. Speed					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class

:00	1	77	E. Forbes Robinson	MGA	F-1
:12	2	101	*Ed Tomerlin (Disqualified)	Porsche Sp.	F-2
:13	3	131	Jim Parkinson	MGA	F-2
:14	4	167	Harry Hanford	MGA	F-3
:24	5	191	Lew Bracker	Porsche Sp.	F-4
:24	6	62	Lew Rabeson	Porsche Sp.	F-4
:35	7	74	Jay Dettman	Porsche Sp.	F-4
:60	8	141	Sandy Sinclair	MGTD	G-1
:62	9	116	Chas. Schroeder	MGTF	G-2
:63	10	153	Robert Chamberlin	MGTC	G-3
:64	11	132	Duane Feuerhelm	MGTC	G
:93	12	28	Walt Garlick	Porsche Sp.	F-4
:94	13	155	Virgil Carlin	MGTF	F
:95	14	129	John Lawrence	MGTKII	G
1L:05	15	60	George Lachman	MGTD	G
1L:07	16	168	Peter Van Law	MGTD	G
1L:11	17	72	Jack Greenway	MGTF	G
1L:15	18	193	Barry Hyndman	MGTD	G
1L:32	19	203	Anthony West	MGTD	G
1L:51	20	43	Don William	MGTD	G
1L:65	21	1789	Gail Pike	MGTD	G

25 starters (10F, 15G). Did not finish—122, John Martin, Singer, 3 cylinders, losing air pressure in tires; 20, Ted Ury, MGTD, blew up engine; 93, Betty Shutes, Porsche, blew clutch; 62, Thomas Baker, MGTD, broken connecting rod, hole in block.

*Non-stock muffler.

RACE No. 5 — Production in Class E, Plus Austin-Healey and Porsche Super and Carrera. 10 Laps—16 min. 23.4 sec.—17.8 miles—65.5 mph Avg. Speed					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class
:00	1	92	Skip Hudson	Porsche Spdr.	F-1
:03	2	86	Dale Johnson	Porsche Carrera	F-2
:13	3	59	Bob Oker	Morgan 4	E-1
:43	4	113	Lew Bracker	Porsche 1600S	E-2
:66	5	90	Dick Chartier	Austin-Healey	D-1
:67	6	100	Dick Eastman	Austin-Healey	D-2
:71	7	202	Ross Romprey	Austin-Healey	D-3
:88	8	58	Hays Trukke	Morgan 4	E-3
:94	9	164	Larry Hall	Austin-Healey	D-3
:98	10	31	Len Pieratti	Triumph TR2	F-2
1L:10	11	57	W. R. Turner	Porsche Spdr.	F-2

Car #140 (Dick Hayward) not running in competition.

16 starters (4F, 6E, 6D). Did not finish—13, Leon Pittman, AH100, hit sand bag, bent A frame bracket hangers, jammed starter; 225, Roy Jackson, Moore, AH, blew tire; 223, Hank DeOlivera, TR2, leaking water pump gasket; 247, Harry Bonenberger, TR2, rod bearing out; 211, Richie Ginther, Porsche Carrera, brakes locking.

RACE No. 6 — Veteran Race Cars — 3 Laps — 7 min. 6 sec. — Average 45.1					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class
:00	1	66	Walter Rosenthal	1913 Peugeot	
:1/2	2	4	Tom Carsons	1908 Benz	
:4	3	10	Duane Alan	1910 Buick	
:16 1/2	4	8	Phil Curry	1910 Pope Hartford	
:21	5	7	Howard Campbell		

RACE No. 7 — Production in Classes B and C, Plus Mercedes-Benz 300SL. 10 Laps—17.8 miles—15 min. 58 sec.—Avg. Speed 66.8 MPH					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class

:00	1	12	Rudy Cleve	MB300SL	D-1
:1/2	2	136	Tony Settember	300SL	D-2
:19	3	163	Bill Freedman	XK120M	C-1
:30	4	108	Ces Critchlow	XK120M	C-2
:26	5	135	High Irvin	XK140MC	C-3
:29	6	170	Bill Kinner	Corvette	C
:33	7	166	Bob Dickson	XK120	C
:49	8	193	Sam McCord	XK120	C
:59 1/2	9	78	Harry Jones	300SL	D-3
:72	10	123	Wm. Hansson	XK140MC	C
:72	11	143	Terry Cox	XK140MC	C
:74	12	194	Gail Pike	XK140MC	C
:77	13	181	Alan LaMay	XK140	C
:84	14	69	Bob Willer	XK140MC	C
1L:07	15	128	Gerald Aarons	XK120M	C
1L:15	16	226	Cameron Hall	XK140MC	C

18 starters (4D, 14C). Did not finish—34, Wells Forde, Mercedes 300SL, black-flagged for not going to impound area after spin out; 67, Howard Campbell, Jaguar 140MC, plugs fouled, overheated.

RACE No. 8 — Modified under 1500cc — 35 Laps — 1 hr. 18 min 47.7 sec. — Average speed 72.1 mph — 94.5 miles					
Sec. Behind	Pos.	Car No.	Name	Type Car	Class

:00	1	118	J. P. Kuntzle	Porsche Spyder	F-1
:41/2	2	50	Ken Miles	Porsche Spyder	F-2
:10 1/2	3	88	Jack McAfee	Porsche Spyder	F-2
1L:124	4	169	John Porter, Jr.	Porsche Spyder	F
2L:45	5	152	Jay Chamberlin	Lotus	G-1
3L:43	6	55	Ed Freutel	Lotus	G-2
3L:54	7	75	W. R. Turner	Porsche Spyder	F
4L:14	8	5	"Dusty" Miller	MG Spec.	F
4L:14	9	00	Geo. Buchanan	Lotus	G-3
5L:50	10	23	John Timanus	MGTC	F
6L:55	11	188	Jack Duff	Packard Spec.	H-1
6L:105	12	97	Bill Scott	MG Spec.	F
8L:130	13	171	Ben Brown	Abarth	G
8L:15	14	42	John Young	Young Spec.	H-2
10L:112	15	157	Tom Janieson	Crosley Spec.	H-3
11L:49	16	32	Bob Holbrook	Crosley Spec.	H
16L:128	17	37	Don Miller	Crosley Spec.	H

33 starters (19F, 6G, 8H). Did not finish—222, Gerald Richards, Richards Special, spun out, bent rear axle; 1, Bumpy Bell, OSCA LeMans, hit something, dented front right side; 108, Cy Vedor, Porsche 55, clutch slipping; 4, Clarence Raville, MGTC, bad oil leak; 85, Carroll Shelby, Maserati, gear box went out; 150, W. F. Eschrich, Eschrich Spl., lost bolt in rear end, losing oil; 214, Karl Brigandi, MGTF, rod bearing inserts; 179, Alan LeMay, Offy Lotus, transmission failure; 242, Manuel Betes, Crosley Spl., valve trouble; 30, Tracy Bird, Crosley Rdst., electric tach. shorted out ignition system, header pipe broken; 117, Chick Leson, OSCA Mtd., oil leak, stud on timing gear case came out; 56, Troy McHenry, Porsche 550, nudged into hay bales; 2, Phil Hill, Porsche 550, shifting fork bent; 17, James Orr, Ermini, water leak; 45, Paul Winters, Halliday Renault; 89, Edward Boyd, MGTD Spl., oil leak.

(Continued on Page 11, Cols. 1-2)

Bryan Scores In Desert Go

(Continued from Page 1)

Bryan has proven his worth in hot rods, midgets, sprints and "500" cars.

The gross gate was \$9673, with the drivers' melon of 30 per cent amounting to approximately \$2500.

Times were remarkable in view of a blinding dust storm.

Also making his sports car debut quite successful was Pat O'Connor, North Vernon, Ind., two-time AAA Midwest sprint car champion. He placed third in the over 1500cc modified event behind the Flying Frenchman, Jacques Bellesiles. The latter was gunning his home-built Mercury-powered Bellesiles Special, while O'Connor tooled a Ferrari Mondial. O'Connor started 7th, Bellesiles 5th.

CRAWFORD 4TH

Another ex-AAA star, Ray Crawford, hauled home 4th money in the same Lincoln-Kurtis in which he took class honors last year at Sebring, Fla. Ray was hampered with brake trouble, spun once but recovered quickly to finish ahead of RRR's hard-driving president, George Beavis, Lynwood. The latter gunned his new Offenhauser Special.

Henry Banks, Compton, another ex-AAA champ, started far back in the field and later went out with mechanical trouble.

In practice yesterday, Driver Joe Playan, Mar Vista, cracked up his new Porsche Spyder and was taken to Lancaster Hospital with a slight concussion. He later was released to his home.

The under 1500cc modified highlight was captured by Hal Minyard, Fontana, former URA midget star. He drove Whitey Theusen's Offy Special and turned in a creditable performance to thwart repeated efforts from Bill Thomas of West Covina in an MG Special.

In the Formula Libre (anything goes) classic that served as the crowd-chaser (those who braved the wind and dust), Bellesiles drove determinedly to get Starter Al Torres' checkered flag ahead of Crawford.

Bryan was making a determined bid for the lead on turn 3 when a rod let go and the car burst into flames. He spun the Maserati onto the shoulder and hopped out rapidly to avoid being barbecued. He escaped unhurt.

O'Connor nailed third, Gene Curtis fourth in a Grand Prix Maserati, and Garth Gill fifth in an Ives Special.

SHOW A SUCCESS

Promoter Bill White's second pro sports car meet was labeled a huge success, barring the ill winds, with more programs in the offing.

Promoter Ernie Mohamed of Phoenix was on hand to discuss his March 25 show with RRR's board of directors. He will run the same type show on the Phoenix Fairgrounds' mile oval and the 5-mile inner asphalt strip. A sort of road course will be worked out between the two.

Mohamed probably will drop his idea of running an international sports car vs. U.S. stocks, but will stage a match race to see how things work out. If the outlook is bright, then the international go will be staged a month or so later, he indicated.

OVER 1500cc MODIFIED (45 min.)—1—Jimmy Bryan, Phoenix, Ariz., 3-liter Maserati; 2—Jacques Bellesiles, West Los Angeles, Bellesiles Special; 3—Ray Crawford, North Vernon, Ind., Ferrari Mondial; 4—Ray Crawford, Pasadena, Lincoln-Kurtis; 5—George Beavis, Lynwood, Jaguar Special.

FORMULA LIBRE (15 miles)—1—Jacques Bellesiles, Bellesiles Special; 2—Ray Crawford, Lincoln-Kurtis; 3—Pat O'Connor, Ferrari Mondial; 4—Gene Curtis, Sherman Oaks, Grand



REAL TALENT—Among top drivers taking in the SCCA road races at Palm Springs was this potent quartet, representing former Mexican road race, National AAA and Indianapolis champions. Left to right: Ray Crawford, Sam Hanks, Troy Ruttman and Jimmy Bryan. Last-named won pro sports car feature in Maserati last Sunday at Willow Springs.

Dean Inks Bryan for '500'

PUTTING an end to pro and con rumors concerning Al Dean's inking of Jimmy Bryan, the Phoenix flyer definitely put his signature to a contract for the 40th annual 500-mile classic May 30. He'll gun the same Dean Van Lines Special, a Kuzma-built roadster, in which he was leading last year's "500" until fuel pump trouble hit.

Dean's little dirt-track beauty, also a Kuzma creation, is without a driver at this point.

Also newly entered are a former Indianapolis winner and one of the outstanding 1956 contenders for the Stark-Wetzel "rookie of the year" trophy.

The popular veteran, who led the field home in 1950, is Johnnie Parsons of Van Nuys, Calif. The highly-regarded newcomer is George Amick of Venice, Calif. With these two additions, the official field now numbers 19 cars. Approximately 40 more entries are expected before the deadline April 15.

Other new entrants: Chuck Weyant, Martin Brothers Special; Al Keller, Sam Traylor Special (formerly Beland Equa-Flow Spl.); and Al Herman, Pat Clancy's Bardahl Special that was handled by Jimmie Davies last year.

Parsons will drive a car now under construction. Amick will be in the cockpit of the Beland-Miracle Power Special entered by J. S. Beland of the Southern California Muffler Corporation at Culver City, Calif.

Prix Maserati; 5—Garth Gill, Lancaster, Ives Special.

UNDER 1500cc MODIFIED (45 min.)—1—Hal Minyard, Fontana, Offy Special; 2—Bill Thomas, West Covina, MG Special; 3—Ralph Phillips, North Hollywood, MG Special; 4—Bob Norton, Fullerton, Volkswagen Special; 5—John Peters, Sherman Oaks, Porsche Super Coupe.

OVER 1500cc PRODUCTION (20 min.)—1—Grady Williams, Jaguar XK120M; 2—Robert Kutler, Jaguar XK140MC; 3—Henry Banks, Jaguar XK140MC; 4—Rod Boyter, Triumph TR2; 5—Frenchie Driscoll, Triumph TR2.

UNDER 1500cc PRODUCTION (20 min.)—1—John Peters, Porsche Super; 2—Dan Santello, MGTF 1500; 3—L. Jack Draper, MG (A); 4—Floyd Burt, MGTC; 5—Jim Carson, MGTD.



BOB SWEIKERT

Mechanical trouble has forced Parsons out of the running on four of his seven starts at Indianapolis. In addition to winning in 1950, he took second place as a rookie in 1949 and finished tenth in 1952. With a new car this year, he is sure to be ranked among the outstanding favorites.

Amick comes to Indianapolis with one of the finest records ever turned in by a rookie driver on the nation's one-mile tracks. In nine championship races last season he finished third four times, fourth once and seventh once.

Bob Sweikert will defend his 500-mile crown in a new car entered by A. B. Lathrop for "Racing Associates" of Indianapolis.

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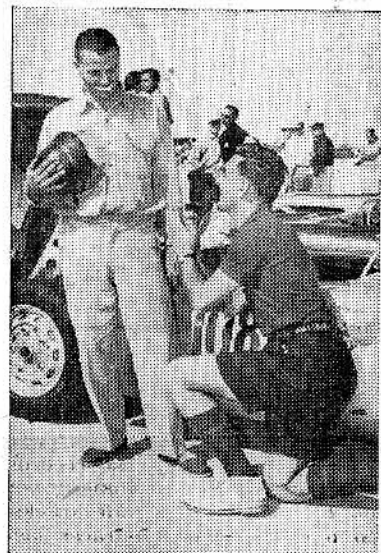
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CASUALTY—Dr. Ross B. Thompson checks blood pressure of MOTORACING's Art Lauring, who slipped while seeking a vantage point in Otto Zipper's Precision Motors VW Press Bus at Palm Springs. Art's zeal resulted in a painful leg muscle (yes, he has 'em) bruise.



JEAN KUNSTLE kneels and asks Johnny Porter to take it easy on him at Palm Springs. He did. Kunstle finished first in under-1500cc race for modifieds. Porter was fourth. Both drove speedy Porsche 550 Spyders.



POPULAR Palm Springs victor was pretty Janet Anderson, who won the ladies' race in Nick Pastor's potent Triumph TR2. She was victor by one second over Meyera Buchanan.

SEE WHY SOME PILOTS DIDN'T FINISH AT PALM SPRINGS

TENTH RUNNING PALM SPRINGS ROAD RACE—FEBRUARY 25-26, 1956
Sponsored by SCCA—Los Angeles Region

THERE WERE 150 cars listed as official entries, which means that 17 "blew up" during practice or were scratched. (Don't try to add and subtract 'cause you won't come out even.) 147 cars started and 35 did not finish 10 races.

Dick Morgansen, No. 46, broke a pressure plate on his Morgansen Special during practice. He called home (Phoenix, Ariz.) and had a friend bring a new one which was installed Sunday a.m. The mechanics had the old clutch out and were ready and waiting when the friend arrived. Dick finished 10th overall and second in class B in race 10 in spite of a blown tire which was changed during a pit stop.

Meyera Buchanan, No. 00, did not spin out during the ladies' race. Her door flew open and she stopped to close it. She is most enthusiastic about the handling qualities of the Lotus. With a little more practice, she should be taking some of the larger displacement cars.

Bob Holbrook, No. 32, has a real "square" aluminum body on his Crosley Special. He calls it "Brink's, Inc." During race 8, a fuel line broke. He disconnected it and finished the race on the other carburetor.

In practice, Bob Brigham, No. 61, threw a rod on his MGTF, Jerry Austin, No. 133, hit a hay bale, really bending the body work and frame on his D Jaguar. (It has been recommended he quit practice—he does better when he is racing), and Terry Hall, No. 195, blew up the Ford Midget.

Peggy Doheny's new Continental caused considerable interest in the pits. During practice Bill Kinner (Corvette, No. 170), went straight through turn 1, taking out the hay bales. He lost a bumper there but finished sixth Sunday.

Paul Winters, No. 45, had troubles with the Halliday Renault during practice Saturday night they went to Long Beach for parts and then stayed up all night fixing the car. Tough when he was paying \$15 for a motel room he didn't get to use.

Ernie McAfee reported Bill Doheny's 4.4 Ferrari had transmission trouble in practice. He kept slipping out of 4th and 5th gear and he figured it wouldn't be a safe deal at high speeds.

It was fun noting how many of the winners were displaying their checkered flags on their cars in the pits. Officials, how about letting the winner take a lap with the checkered flag following each race so the paying public can see the winner.

Ed Tomerlin, Porsche, No. 104, was disqualified in race 4 because he had a non-stock muffler. MGAs had a field day in race 4. They placed 1, 2, 3, with Robbie Robinson, Jim Parkinson and Harry Hanford driving. Ted Ury, MGTD, No. 20, blew up his engine during practice, rebuilt it Saturday night and Sunday morning. He drove 9 laps in race 4 and blew it again. Watch for a surprise car at Santa Barbara March 17-18—The engine from Jimmy Dean's Porsche Spyder will be placed in the front end of a Mk 9 Lotus. It will have a TC gear box and a DD rear end. An expert surgeon and mechanic is handling the details.

Temple Buell bought Bill Doheny's Ferrari Monza. Dabney Collins drove it in practice and the magneto drive broke.

The Simca Aronde entered by Al Moss in the Concours, won its class. He attributes his success to the elbow grease, spit and polish supplied by Joe Weissman, president of the California Sports Car Club. Thomas Jamieson, No. 157, hit a hay bale and tore off the belly pan on his Crosley Special. After being black-flagged he removed it and finished third in class H. No. 171, the Abarth driven by Ben Brown was black-flagged for spilling gas. He fixed the leak and was allowed to finish the race.

Paul Winters in the yellow Halliday Renault was black-flagged for a flapping bonnet. He went to the pits, returned to the race but dropped out again. The Balchowskys had their troubles again. Max went off course and was stuck in the sand. Ina dug him out, only to push him into another hole. They had to find sticks and some strong backs but they soon had him out again. He returned to the pits while Ina changed two tires. She makes a fine pit crew and a mighty pretty one, too.

Linda Scott, No. 97, did a terrific job driving the family modified MGTD. Everyone raved about it, including her husband. On Sunday Bill drove to eighth in class F, without a

MYRA'S CLIPBOARD

By Myra Jones

clutch. Linda reported he didn't vary his lap times by two seconds. . . . Jim Peterson, No. 83, was mad at everyone in general, especially himself. He blew the clutch on his Jaguar at the motel on Saturday night. Sounds silly, but that's just what the man said.

Some more pet names: No. 135—Equipo Pobrecito; No. 129—La Folle Auto.

Dr. Karl Brigandi was awarded the Purple Garter for exceptional gallantry during the races. He had a mighty busy family—Carmela was assisting Al Torres and Mrs. Brigandi was working on Central Control. He is chairman of the Regional Contest Board and that could prove a strain on his gentlemanly tendencies, but Karl came through with flying colors—purple that is!

Jack McAfee, No. 98 Ferrari, had

HELP! HELP!
Thanks to all the people who stopped me in the pits to tell me about their cars—and to Carmela Clark Martin, Pat Boyd and Al Allee for their research.
Does anyone have any suggestions on how to get my motorcycle up to Pebble Beach so I can write "Clipboard" from there? Maybe you have extra room in your truck or bus. It won't fit on the Bennett's VW Bus.

some interesting experiences with his new car. During practice he looked for his rear view mirror to check on who was behind him—no rear view mirror. He pulled into the pits immediately and borrowed one. During the main event there was question as to why he did not take a cool-off lap. He reports that due to faulty carburetion he used more gas than he anticipated and he did not have enough gas to compete another lap.

The official scorers had trouble seeing all of the cars as they finished their last lap. Crowd control relaxed when the checkered flag was dropped and "everyone" poured through the gates to see the winner. Car No. 149, Bill Knowe in Nick Pastor's Tr 2 was one of those lost. It is now official that Al Torres did give him the checkered flag and he did finish. He should not be listed as a DNF.

FORMULA III RACING

By Mike Siakooles

THE 500cc race at Palm Springs started with three cars. Harry Morrow with a JBS JAP and Stuart Dane and his Viking Triumph put on one of the closest 500cc battles I have ever seen. Harry's veteran driving experience enabled him to pick up precious seconds on the turns but in the straights both machines were flat out and within a few miles per hour of each other.



MIKE SIAKOOLES

They swapped positions several times, without either one gaining much on the other. Such close competition and fine driving was a pleasure to watch. As luck would have it, Harry spun out, allowing Stu to take a considerable lead and it looked as though Harry would have to content himself with second. But someone shuffled the cards again and Stu went out of the race with a broken rear chain. Thus, it was Morrow first and Monk Thormin in a Spl. almost a lap behind but still a very real second.

I noticed Stuart's tires after the race. He had used up at least one-eighth of the tread but he also had proved that a home-built can overtake and lead a factory machine, a fitting answer to this much-discussed question between home-builders and factory-built owners.

It won't be long before Dave Thormin will be ready to put a full house, fuel-burning Ariel in his home-built. Dave is going about it the right way by using a stock engine on pump gas to learn first how to handle the car. This will explain the lap differences in Saturday's race. Dave is a smart boy and in time he will be up there with the best of them.

BOUNCE FOR KESSLER

Three very disappointed drivers had to watch the race from the sidelines and the crowd, too, was cheated of what would have been a much better show. Bruce Kessler was declared ineligible due to some dispute over his

birth certificate. Dave Trimble, who at the last minute decided to put a hopped-up Triumph engine in his car, found out it wouldn't run. And Bill Black, Echo Siakooles' driver for the LMF Spl., was also forced to sit this one out. The mechanics worked on the car until late Saturday morning, only to find the braking problem would be too difficult to overcome in time for the race—so everyone washed up, packed up and lit out for Palm Springs, intending at least to watch the race.

Well, cheer up, fellows; Santa Barbara is not far off—just far enough for everyone to get their cars smartly in shape. Remember, the hours spent preparing the iron also helps you reap the rewards.

The good sportsmanship of Ernie McAfee during practice merits the praise of everyone, especially the 500cc club.

REVENTLOW TO DRIVE

Carol Shelby and Bill Pollack both offered to drive Bruce's Cooper for him, but a clause in the entry would not allow the switching of drivers, so not only was Bruce out of luck but so was his car. It seemed a pity, too.

Bruce informed me that Lance Reventlow is going to make application for a 500cc club license and will drive the Cooper at Santa Barbara.

The SCCA has made it mandatory now that fire extinguishers be carried in all cars. This rule has been a 500cc mandate for the last two years, as we consider them just as necessary as a seat belt.

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Palm Springs Race Charts

(Continued from Page 10)

RACE No. 9 — Match Race (Veteran Race Car and Modern Sports Car)
2 laps—5.4 miles—5 mins. 57.5 sec. 54.48 mph. avg. speed

:00	1	66	Lindley Bothwell	Peugeot
:01	2	67	Howard Campbell	Jaguar

RACE No. 10 — Modified over 1500cc. — 35 Laps — 94.5 miles — 1 hr. 14 min.
34.3 sec. — 76 mph avg. speed

:00	1	185	Carroll Shelby	4.9 Ferrari—C-1
:50	2	98	Jack McAfee	3.5 Ferrari—C-2
:53	3	47	Bill Murphy	Buick-Kurtis B-1
1L:31	4	130	Harrison Evans	Ferrari Monza D-1
1L:100	5	63	Ignacio Lozano	D Jaguar C-3
2L:70	6	50	Ken Miles	Porsche Synder F-1
3L:27	7	151	Fred Woodward	Jaguar Spec. C
4L:39	8	64	Fred Knoop	Austin Healey D-2
4L:62	9	9	Bob Drake	2 Liter Ferrari E-1
4L:66½	10	46	R. G. Morgansen	Morgansen Spec. B-2
5L:10	11	125	Cy Yedor	Bristol Spec. E-2
5L:25	12	54	Jack Douglas	C. Jaguar C
5L:100	13	154	Wm. Leach	Allard J2 B-3
	14	149	Bill Knowe	Triumph TR2 D-3

20 starters (5B, 8C, 3D, 2E, 2F). Did not finish—111, Tom Bamford, Ferrari, ran out of oil (leak); 113, Jean Kunstle, Porsche 550; 14, Alex Budarin, Kurtis 500S, burned piston; 40, Bob Smith, Kurtis 500S, black-flagged, not senior driver; 70, Max Balchowsky, Doretti-Buick, fan belt slipped off; 700, Pearce Woods, Jaguar D., shock absorbers failed.

DON DIEGO RALLY RESULTS

Results of 6th Running of Don Diego Rally, a Council-sanctioned Championship Event. Submitted by Southern Calif. Sports Car Council. 208 cars started.

Pos.	Car	Driver	Navigator	Club Affil.	Error
1	Jag 120	R. Elms	J. Tomaschski	none	1:38
2	MGTD	C. Durham	B. Durham	Compton FCCA	2:50
3	Jag 120	H. Forsburg	R. Radford	Jag Associates	4:14
4	Jag 120	K. Kadoch	A. Blake	Douglas SCC	4:25
5	MGTF	W. Wisher	J. Kingsbury	Pacific SCC	4:49
6	Jag 120	F. Holmes	F. Rosacker	Convoir SCC	4:55
7	Austin-Healey	D. Weir	N. Weir	none	5:01
8	Jag 120	F. Zaebst	I. Zaebst	none	5:14
9	Austin-Healey	H. Knopp	D. Hugill	Northrup SCC	5:16
10	Austin-Healey	R. Blake	R. Dunn	Convoir SCC	5:23
11	Austin-Healey	H. Frank	N. Stratton	Lockheed SCC	5:32
12	Austin-Healey	F. Fleming	N. Marechal	Douglas SCC	5:37
13	Austin-Healey	D. Kleindorfer	P. Kleindorfer	South Bay SCC	5:43
14	TR2	K. Engle	G. Steele	Compton FCCA	5:44
15	TR2	D. Buell	P. Guimaraes	Douglas SCC	5:46

The Team Award went to the Douglas Santa Monica Sports Car Club.

Robinson on Healey Team For Sebring

E. Forbes Robinson, popular local driver, was named to the Austin-Healey factory team for the Sebring 12-hour endurance race March 24. Robinson will team with Britisher Roy Jackson-Moore in driving 100S's, while

Lance Maklin, and Ron Flockhart, both top British drivers, will pilot the other factory entry. George Huntoon and Phil Styles will be driving a private entry 100S.

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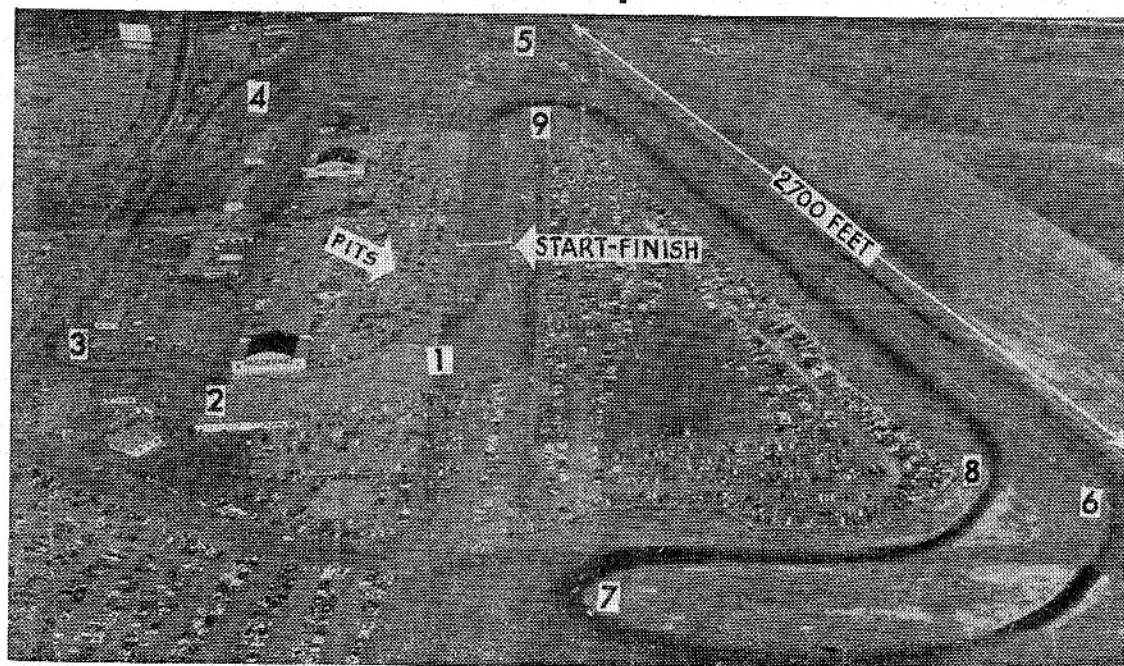
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Victory Banquet and Dance

Sat., March 24 — Fox Hills Country Club (Culver City)